

**THE
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AUXILIARY**

CIVIL AIR PATROL NEWS

**VOL. 34, No. 8
28 PAGES**

**AUGUST-
SEPTEMBER
2002**

Civil Air Patrol National Headquarters

"WHERE IMAGINATION TAKES FLIGHT!"SM

Maxwell Air Force Base, Ala.

**2 North Carolina
Wing members,
local sheriff's
deputy killed after
aircraft crashes in
cotton field**

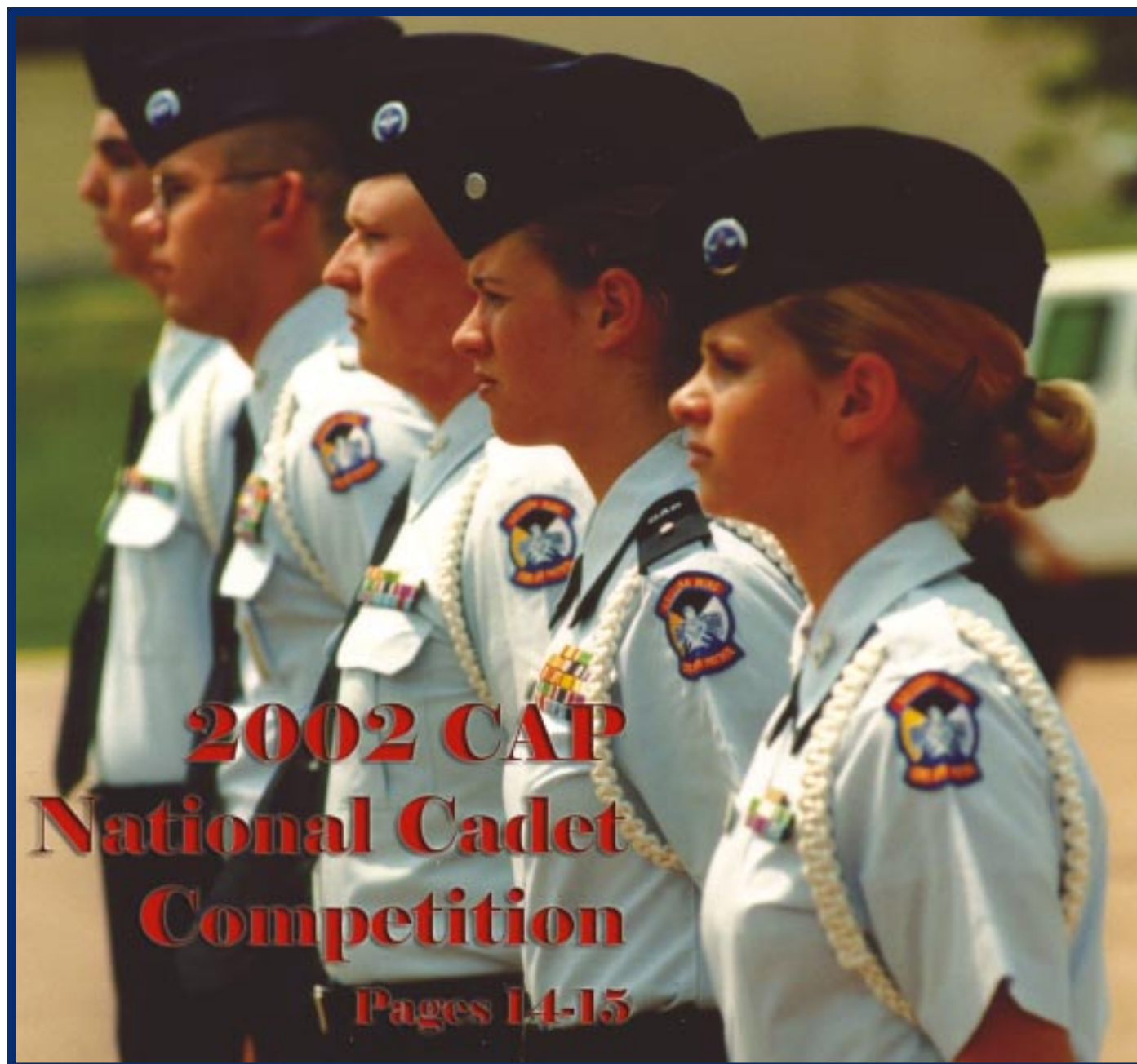
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SAFETY
**CAP National
Commander sounds
alarm on safety,
starts S.O.S.
program**

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*Periodical
Publication*

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Executive director change
Retired U.S. Air Force Col. Al
Allenback 'takes the stick' as new
executive director at CAP National
Headquarters'

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CAP NATIONAL COMMANDER ADDRESSES SAFETY



OFFICE OF THE NATIONAL COMMANDER
HEADQUARTERS, CIVIL AIR PATROL
United States Air Force Auxiliary

20 Aug 02

MEMORANDUM FOR ALL CIVIL AIR PATROL MEMBERS

FROM: HQ CAP/CC

SUBJECT: NATIONAL COMMANDER'S "SIGHTS ON SAFETY" (S.O.S) PROGRAM

I consider your health and welfare to be of great importance. Most of you have trained hard over the years in order to become proficient in your special field of volunteerism. You have become an important part of our capacity to provide public service. If you are injured, an important part of our team is missing, and unless the injury was caused by some unpreventable event, then our safety program has failed. I want us to have a mind-set about safety that so pervades our lives that safety is a part of our very culture, indeed a part of our self-essence.

Our organization, and I in particular, place great faith and confidence in our Wing Commanders. Show them the problem, and give them the space and latitude to fix it. I recently reviewed a long list containing information about CAP mishaps which have shown an alarming trend toward chance events. These accidents/incidents have resulted in injury and death to several of our members as well as loss or significant damage to our assets. This must end. Such events as running out of fuel, taxiing into stationary objects, and striking hangars must stop. In the last two months we've experienced three major aircraft accidents per month and we've already had one this month. Ten major aircraft accidents this year resulting in six deaths and two serious injuries. This must be fixed.


Region and Wing Commanders alike are the National Commander's special arms which reach out across our vast organization to nurture, lead and protect our members. While I believe my Region and Wing Commanders are my very special Safety Officers, my friends we must ALL take charge of our own safety. We must also take an ownership interest in the safety of our brothers and sisters in our valuable public service.

To that end I am sounding the alarm. My "Sights on Safety" Program is the first shot, and I am calling on my Wing Commanders to take the lead NOW in devising special emphasis safety programs which cross the entire spectrum of our activities and which reach broadly across our entire membership. Because we are looking for innovative, new approaches, I will not direct you in how it will be done but it must be done. Your programs need to be effective, comprehensive and pervasive throughout the full range of your activities. An S.O.S. Program is mandatory for Wings, and encouraged, but optional for Squadrons.

While I know that a successful program is adequate reward in and of itself, prior to next summer's board meeting every Wing program will be judged by a committee comprised of the Region Commanders, and chaired by the National Commander or Vice Commander. The Wing with the best overall S.O.S Program will receive a cash grant of \$5,000, second place will receive \$3,000 and third place will receive \$2,000. These prizes will not only help defray some of the costs incurred by the Wing, but will constitute a reward for jobs well done.

While I mentioned earlier that Squadrons are not mandated to prepare S.O.S. Programs, for those that do, there will be a competition for first, second and third place. Winners will receive grants of \$2,000, \$1,000 and \$500, respectively.

I implore all of you — KEEP YOUR "SIGHTS ON SAFETY." We need to STOP CAP's alarming accident/incident trend TODAY! With your help I am confident we can make that happen.


RICHARD L. BOWLING
Brigadier General, CAP
Commander

CIVIL AIR PATROL NEWS

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Submission deadline: Submission deadline is the first Monday of the month preceding the publication month.

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Two NC Wing members, sheriff's deputy killed in crash

Lt. Col. Anthony Biondo
Public Affairs Director
North Carolina Wing

NORTH CAROLINA — Two members of the North Carolina Wing and a Chowan County sheriff's deputy were killed July 17 when their wing aircraft crashed into a cotton field at about 3:20 p.m. near the town of Edenton, N.C.

Aboard the Cessna C-172 were wing pilot Anthony Scott Futrell, wing observer Robert Kennedy and deputy Richard Ashley. Both wing members were also full-time law enforcement officers.

At the time of the accident, the crew was involved in a counterdrug mission along with the Chowan County Sheriff's Office.

Approximately five miles away, another Civil Air Patrol plane was conducting similar mission activity. As soon as the accident took place, the Chowan County Sheriff's Office ordered the second CAP aircraft to land at the Edenton airport.

The cause of this tragic crash is under investigation by the National Transportation Safety Board.

Although there were several eye

witnesses to this accident, no one on the ground was injured.

After the wing command staff was advised of the accident, Lt. Col. Anthony Biondo Jr., North Carolina Wing director of Public Affairs, was activated. Biondo, along with Lt. Col. Linwood Barkley, commander of cadets for the wing's Tar River Composite Squadron, went to the crash site. Once at the site, Biondo and Barkley met with Sheriff Spruill of Chowan County and other federal, state and local law enforcement officials.

The crash site was being secured by deputies from Chowan County until officials from the NTSB arrived.

Biondo began giving interviews to national and local members of the media in addition to meeting on a regular basis with federal, state and local investigative officials including the NTSB.

Preliminary information revealed that the wing aircraft was flying in a circular pattern over a suspected target when, for some unknown reason, the plane descended to the ground, nose first. The plane came to a rest upside down. According to witnesses, there was no severe



Photo by Lt. Col. Anthony Biondo

North Carolina Wing's Lt. Col. Linwood Barkley surveys the damage after one of the wing's Cessna C-172s crashed into a cotton field July 17 and killed two wing members and a Chowan County sheriff's deputy.

weather in the area when this accident took place. Sheriff Spruill stated this was the first deputy to be killed in the line of duty in the Chowan County Sheriff's Office history. According to wing officials, this was the first wing on-duty fatality in more than 12 years. They stated that the

overall safety record of CAP and the North Carolina Wing is outstanding.

Biondo and Barkley remained on scene for two days until the CAP aircraft was removed. The plane was transported to a safe location where the NTSB investigation was continuing.

AT A GLANCE

■ Subchasers reunion open to all

DELAWARE — With the cooperation of the Delaware Wing, Maryland Wing Band, and a host of family and friends, veterans of Civil Air Patrol's Base Two Coastal Patrol will hold a large outdoor ceremony and pageant Sept. 28 at Rehoboth Beach in Delaware.

Adjacent to the ocean where CAP pilots bravely flew against 500-ton invading German U-boats in 1942 and '43, this 60th anniversary gala is scheduled to begin at 1 p.m., and all CAP members and their families are invited to attend.

The resort town's bandstand will be the site of a robust pageant with both ceremonial music and 1940s USO-type swing tunes. Other highlights will include: static displays of Delaware Wing search and rescue equipment, a drill team demonstration and a wing fly-over.

After the ceremony, attendees are invited to watch a free slide show and History Channel video about the anti-sub patrol at a beach-front hotel about six blocks from the bandstand, and visit an exhibit hall featuring vintage anti-sub items.

■ FAI art contest celebrates flight

NATIONAL HEADQUARTERS — The theme for the 2003 International Aviation Art Contest is "100 Years of Powered Flight."

All youth in the following age groups are encouraged

to participate: Group I - Ages 6 to 9; Group II - Ages 10-13; Group III - Ages 14-17.

Artwork should be 11 x 17 inches, and not be framed, mounted or outlined with borders. (Due to international criteria, 8½ x 11 entries are not eligible.)

All artwork must be handmade using any of the following media: watercolors, acrylic or oil paints, indelible markers, colored pencils, felt-tip pens, soft ball-point pens, indelible ink, Crayola or other similar indelible mediums.

The following media are not permitted: pencil, charcoal or other nonpermanent medium, computer-generated artwork or collage work involving the use of photocopies. A parent, guardian or art teacher must certify authenticity of artwork and the age of the artist.

Once received, entries become and remain the property of the Fédération Aéronautique Internationale or state sponsor and may be used for a variety of purposes.

Entries are sent to the state's sponsor office (usually the Department of Aeronautics in each state). Entries must be postmarked by Jan. 10, 2003. If you are not sure where to send entries, CAP members should contact their wing director of aerospace education, region deputy chief of staff for aerospace education or region director of aerospace education for assistance. Ask for this assistance by the end of December or earlier.

Artwork is judged, at least in part, for creative use of this year's theme in relation to the aviation world.

State awards will be made in each age group for the winners and runners-up. Winners receive a certificate and recognition from the state. The top three entries in each age group are sent to Washington, D.C., to participate in national competition.

A national winner and two runners-up will be selected from each age group. All national winners receive certificates, ribbons, a framed reproduction of their artwork and a professional work of art compliments of the American Society of Aviation Artists. The artwork of national winners and runners up in each age group will be sent to FAI headquarters for international judging. Winners of the international competition receive certificates and gold, silver or bronze medals.

The 2003 International Aviation Art Contest is sponsored by the National Aeronautic Association, National Association of State Aviation Officials, National Aeronautics and Space Administration and the Federal Aviation Administration in cooperation with the Fédération Aéronautique Internationale.

CAP SAFETY STATS			
	Jun	FY 02	FY 01
Fatalities	0	0	0
Serious injury	1	2	3
Bodily injury	2	8	13
Vehicle mishaps	1	7	15
Aircraft incidents	4	26	25
Aircraft accidents	0	3	4

Retired AF colonel new executive director

Allenback 'takes the stick' at CAP National Headquarters

NATIONAL HEADQUARTERS — Retired U.S. Air Force Col. Al Allenback of Montgomery, Ala., is the new executive director of Civil Air Patrol National Headquarters as of Sept. 3.

Only two days after his military retirement was effective, Allenback served his first day on the job at national headquarters, located at Maxwell AFB, Ala. He will direct more than 175 professional staff members who support this all-volunteer civilian auxiliary of the U.S. Air Force.

"I'm excited about this opportunity, because CAP is uniquely positioned to add much to our nation's security as we fight terrorism," Allenback said. "I'm dedicating my efforts to working with the Air Force in making CAP a force-

multiplier for homeland security."

Allenback brings a wealth of experience to CAP. His 28-year Air Force career included worldwide assignments as an A-10 Thunderbolt II pilot, instructor pilot and flight examiner, and included staff assignments in the Office of the Secretary of the Air Force, NATO and Korea. He also served in various command assignments, including wing commander for Maxwell AFB and Gunter Annex.

Allenback holds a bachelor's degree in aerospace and aviation management, and a master's degree in national security and strategic studies from the U.S. Army Command and General Staff College at Fort Leavenworth, Kan.



Al Allenback

PA's Latrobe Composite Squadron participates in recovery mission

Capt. Larry Danka

*Latrobe Composite Squadron
Pennsylvania Wing*

PENNSYLVANIA — A downed single-engine aircraft with two fatalities was the subject of a search and recovery mission completed by Pennsylvania Wing's Latrobe Composite Squadron July 17.

Activated by the Group One officer in charge, both cadet and senior members of the squadron took part in the mission in Fayette County, Pa. Upon arrival at the scene, ground teams assembled to search a flight path grid. The search recovered the flaps, wing, wheel, cockpit cover, GPS and wing tip.

Both the pilot and only passenger were killed in the crash. According to a spokesman from the Na-

tional Transportation Safety Board, the cause of the crash is currently unknown, although wind and rain conditions are suspected.

Latrobe Composite Squadron cadets who participated in the recovery effort included: 2nd Lt. Louis Danka, First Sgt. James Kareis, Senior Master Sgt. Kyle Yakopovich, Staff Sgt. Matthew Tassone, Technical Sgt. Eric Munden, Senior Airman Brendon Phillips, Airman 1st Class Evan DeVaney, and Airman 1st Class Stephen Steinmeyer.

Senior members involved in the effort included: Capt. Larry Danka and 2nd Lts. Christine Friedline, Sarah Jo Tassone and Jeffrey Steinmeyer.

Pennsylvania Wing squadrons from Somerset and Allegheny County also responded to the mission.

Colorado Wing members contribute aircraft, personnel to Hayman fire efforts

Chad Morris

*Public Affairs Officer
Colorado Wing*

COLORADO — Since wildfires erupted statewide, members of the Colorado Wing have volunteered time, materials and aircraft to support the relief efforts of the Red Cross and Salvation Army, and other fire-operation tasks.

Wing members from units around the state have assisted on the ground or flown in support of relief efforts for more than 125 man-days, 100-plus flight hours and 30-plus sorties.

Much of the flight time has been for surveillance of existing or potential fire areas. One aircrew on a search and rescue exercise mission spotted an undiscovered fire and acted quickly to call in slurry bombers, which were able to douse the fire before it got out of control. This was one of three burns spotted by wing aircrews.

"One of the Civil Air Patrol's primary missions is to provide

emergency services during times of crisis," said Col. John R. Buschmann, commander of the Colorado Wing, speaking of the Hayman fire, which burned southwest of Denver. "We're very proud to have been able to lend assistance to the efforts of the Red Cross and Salvation Army during this unfortunate incident."

The Colorado Wing is headquartered at Buckley Air National Guard Base in Aurora and has more than 1,900 members in 37 squadrons. Last year, the wing led the nation with 1,205 air search and rescue flying hours in addition to flying more than 2,100 hours on training missions, counterdrug mission in support of federal, state and local law enforcement agencies and orientation flights for Air Force ROTC cadets.

Author's note: Additional information for this article came from Lt. Col. Jim Alsum, wing director of emergency services, and Dave Cohen, deputy state director, Colorado CAP-U.S. Air Force Liaison Office.



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Team America Rocketry Challenge deadline Nov. 15

NATIONAL HEADQUARTERS — In honor of the 2003 Centennial of Flight, Aerospace Industries Association and the National Association of Rocketry are sponsoring a national model rocket competition for U.S. high school students.

The challenge is to design, build and fly a multi-stage model rocket weighing less than 3.3 pounds at liftoff. It must carry two eggs and an electronic altimeter to as close as possible to 1,500 feet and return both eggs intact.

The top five teams will share in a total prize pool of approximately \$50,000 in U.S. Savings Bonds and approximately \$9,000 in cash awards will be divided among the sponsoring teachers' departments.

Contest applications must be postmarked by Nov. 15.

To begin an electronic search for a Team America Flyer, Team America Partners, Sponsorship Opportunities, Rocketry Challenge Videos, Frequently Asked Questions, application and additional contest information, log on to www.aia-aerospace.org.

The AIA represents the nation's major manufacturers of commercial, military and business aircraft, helicopters, aircraft engines, missiles, spacecraft materials and related components and equipment. The NAR is the nation's largest and oldest non-profit organization for sport rocketry consumers.

16 graduate Northeast Region Staff College

Lt. Col. Constance M. O'Grady
Public Affairs Officer
Northeast Region

NORTHEAST REGION — The 2002 Northeast Region Staff College was held at the NCO Academy at McGuire Air Force Base, N.J., July 14-20, and was attended by 16 majors and captains from six wings, including Maryland and Virginia.

The director of the region staff college, serving his first term in that capacity, was Col. Bryan W. Cooper, former commander of the Rhode Island Wing and currently the director of Plans and Programs for the Northeast Region.

Serving as deputy director was Lt. Col. James Mackey, who was director of Emergency Services for the Northeast Region.

The graduates of this year's college were: Capts. Ronald P. Budzynski, Andrew J. Feldman, Jack J. Ozer and Warren D. Ratis, New York Wing; Maj. Michael E.



Graduates and staff of the 2002 Northeast Region Staff College pose for a group picture following graduation.

Dolan and Capt. Joe E. Wyatt Jr., New Jersey Wing; Majs. Ronald A. Hemond and Purnell F. Ross Jr., New Hampshire Wing; Majs. Byron Marshall, Robert S. Smith and Christine M. St. Onge, Pennsylvania Wing; Majs. Robert B. Shirk, Virginia Wing; and Majs. Edward M. Dunker, James D. Spore and David L. Younce, and Capt. Lisa

Younce, Maryland Wing.

The dining out was held on July 19 at the McGuire AFB Officers Club. Chosen the president of the mess was Ross and Budzynski was chosen as Mr. Vice.

The Lamp Lighter Award, an award given to the most effective student chosen by the students, was presented to Ross.

Mississippi Wing cadet rescues drowning girl

MISSISSIPPI — A Mississippi Wing cadet saved a young girl from drowning, as she was being swept away by a strong river current.

Jeffery Baker and his family were visiting the Buffalo River in southeastern Tennessee on a recent vacation trip. Upon arrival, Baker, 15, decided to walk down to the river's edge for a look around. He saw a 9-year-old girl enter the water to join other children who were swimming. She was wearing a life jacket.

Soon after entering the water, the girl was caught in the river's swift current, which pulled off her life

jacket and swept her downstream.

As the girl was being pulled down the river and under the water, Baker dove into the river after the girl. After several tense minutes of fighting the current, he was finally able to get her to the river bank.

"It all happened so quickly we didn't know anything was going on until it was over," said Baker's mother. "He saw her in trouble and didn't hesitate to jump in. We're very proud of him."

Baker is a member of the wing's Eagle Composite Squadron in Tupelo, Miss.

Delta IV rollout



Photo courtesy of Alabama Governor Don Siegelman's office

Members of Alabama Wing's Redstone Composite Squadron pose for a photo with Alabama Governor Don Siegelman and Air Force Lt. Gen. Brian Arnold, commander of the Space and Missile Systems Center at Los Angeles Air Force Base, Calif., during the Delta IV roll-out ceremony at the Boeing plant in Decatur, Ala. The squadron's cadet color guard took part in the special ceremony. Pictured, from left, are: 2nd Lt. Jan Hulsey, Cadet Matt Hulsey, Cadet Arnold Staton, Arnold, Siegelman, Cadet Patrick Waller, Cadet Christy Bloom, Cadet Amanda Rice, Capt. Judy Rice and 2nd Lt. Dallas Higgins.



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ELECTRONIC WORLD

CAP must pick up pace, move forward as team

Homeland security or HLS are recent buzz words we hear that may have a dramatic impact on Civil Air Patrol and its future. From a mission perspective, HLS offers potential for new and exciting missions.

To succeed and persist in this new arena, CAP must give active meaning to three equally current buzz words — responsiveness, reliability and accountability.

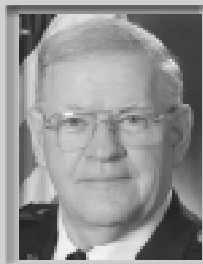
Our ability to put current, qualified people and mission-ready equipment when and where needed on short notice or on a continuing basis will depend a great deal on timely information about our resources and well-developed decision-support tools. Hence, the focus of my column this month.

We must pick up the pace and move forward into the electronic world. We must give emphasis to aggressively embracing the automated tools being developed. And we must view this movement as a team effort that will satisfactorily evolve only with pervasive participation during the development process and constructive input about application pros and cons.

We have been talking about this for several years. Movement from the field perspective has been noticeably slow, but the pace for field level interface is in an accelerated mode. I'd like to review some of these here and mention some facts and thoughts that units need to consider as

they prepare to meet the HLS challenge.

First, one of CAP's most pressing problems is our inability to communicate in a timely, effective manner.



NATIONAL PERSPECTIVE

Brig. Gen. Richard L. Bowling
CAP National Commander
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Examples that bear this out include:

- Many people at the grassroots level are unaware of national programs such as online professional development training that has been available for over a year;
- The national headquarters knows precious little about the location and status of our many mission resources;
- Disseminating leadership policy changes takes months; and
- The flight management system, the Web security administrator and numerous other e-services applications go unused.

We can't survive in the HLS arena with our past practices in getting the word out and making resource information available at all levels. We must recognize and overcome some special limitations of our volunteer organization.

We are not a General Motors- or an IBM-type organization that buys and provides ways and means of communication for each and every individual on a daily basis. We are not even a Guard or Reserve unit that maintains a nucleus of paid employees that keep the day-to-day business running, so that when the volunteers show up, the basics are known and ready.

In most cases, our prime means of communicating information upstream and downstream is via telephone, fax and word-of-mouth. In today's environment, these methods are the hammer, chisel and stone tablet of past ages. Even using the *Civil Air Patrol News*, monthly unit mail-outs and end-of-month newsletters is not enough.

So what can we do to accelerate our abilities to communicate and help us respond to our missions in a reliable and accountable manner? Surveys show more than 60 percent of Americans have access to a computer and the Internet. Even

though e-mail addresses are free, only 24 percent of CAP members have an e-mail address listed in the national headquarters database.

Every unit should have a web security administrator assigned. The WSA is the key to granting permissions, as directed by the unit commander, to many of the e-services applications on our Web site. These applications contain management and transactional features from calendars, member information changes, member qualification status, and equipment and other resource status. New applications are showing up regularly. Less than 13 percent of CAP units have a WSA assigned.

The online calendar, which can be used by each and every unit in CAP to get the word out about unit events, activities, etc., is used by less than 5 percent of the units.

Several calls during July have shown that numerous field units are unaware that Flight Management System modules are available to use online (and have been since January) for storing aircrew and ground crew Federal Aviation Administration, CAP, and emergency services qualification and certification data.

Knowing this provides part of the answer to what we need to start doing (if we haven't already):

- Have members aggressively seek an access point onto the Internet. This can be at home, work, school, the library or through a friend;
- Encourage members to acquire an e-mail address — remember, e-mail addresses are free from several sources;
- Seek out computer-literate members and engage them in duties and tasks that use the numerous Internet applications that are replacing our paper-based methods; and
- Work to train the computer-challenged. Think about getting cadets involved in the move to this new environment..

Now back to HLS. We can take a giant step toward HLS preparation if we do the following: Put information in one place (national database); integrate resource information relating to status, scheduling, life-cycle maintenance and funding; and allow access to the data any time and anywhere by those who need it. Following is a list of current and work-in-progress e-services and National Technology Center applications to help in that endeavor:

- Personnel information changes — allows a member to update personal information, such as contact information;
- FMS Qualification/Certification — Flight management module for tracking aircrew and

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We must guide America's youth into CAP's Cadet Program

The prophets of the Hebrew Bible were all consummate story tellers. A great number of the stories they told were intended to keep patriarchal legends alive. Some were etiologic in genre. Some were obviously intended to bolster faith. Others were intended to preserve the record of demonstrations of faith in promise subsequent fulfillment. Some, if not all of the above relate to the story told in II Kings 6.1-17.

The Hebrew prophet Elisha, in a time of great crisis for the Israelites, had broken the code of the King of Syria and was reporting the words of the king's mouth and the thoughts of the king's mind while the king was yet in his bed chamber and before ever the words of the king could reach the ears of his chief captains and war lords.

According to the story, word of Elisha — the troublesome, mind-reading Hebrew prophet — came to the king, and the enraged king sent his soldiers and horses and chariots to capture him. When they reached the place where Elisha was, the prophet's servant became terrified at the sight of such a daunting army. He rushed into the presence of the prophet and in great trepidation, he cried out, "Oh, my lord, what shall we do?" Here the story reveals something about Elisha that is typical of the confidence demonstrated by our own great leaders who are well aware of a plan of battle that is unknown to the enemy. Elisha reassured his servant saying, "Calm yourself, young man, and don't be afraid." And, as if in response to a "Why not?" question, he said to the young man, "We have more warriors on our side — warriors of a different cut. Those who are on our side are greater in number and more formidable than they." And then he prayed audibly in the hearing of his young servant saying, "Oh Lord, open the young man's eyes so he may see."

There is seeing and then there is SEEing. While we see naturally, we can see slightly better than

naturally if we allow our heart to moderate the images making their way into the recesses of ourselves. Whenever visual images are transported into our minds, pressure builds up within us to interpret what we see.

At times, there is the tempta-



FOCUS ON SERVICE

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Chief, CAP Chaplain Service
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tion to interpret them as something other than what they really are. This is not good. There is a demand imposed upon all of us by the indicative to keep our focus fixed on reality relatedness.

A sharp vision of who we are and where we are — unobstructed — truly indexes the greatness of our democracy and its potential for continuing greatness. Such a vision helps us navigate the real world, while steering clear of an assumptive world. There are things that we truly are — great things as custodians of true democracy; and there are things that we are not.

invulnerability and invincibility, tainted rationality, morality outside the boundaries of the ethics of human concern and absent of all accountability, and an identity that proclaims itself as supra normal — a god unto itself.

Obviously, an assumptive world view is inclusive of a single self that is oblivious to every other self. It is an aspect that is victimized by a tainted view: It stands in need of an eye-opener. It is in need of an unjauniced view of real life at home in America and a vision of the price we have paid and are paying for that life. A great American jurist, the late Supreme

Court Justice Thurgood Marshall, once said, "This is a country which stands tallest in troubled times, a country that clings to fundamental principles, cherishes its constitutional heritage and rejects simple solutions that compromise the values that lie at the roots of our democratic system." If a vision of America like that cannot be envisioned, then we Americans who cannot envision it are in need of an eye-opener.

Some of the best things I have heard in attestation to America is that, while the stock market is a significant indicator in American

country are becoming more rich and more privileged, recent turmoil in the stock market and the momentary free fall of wealth resonate in stentorian fashion that America is not its rich and privileged class. At a very basic and human level, America is a country that is conscious of and affected totally by the least thing that affects the least member of its body politic and moves quickly to address whatever that thing might be. The eyes of Americans are open to this fact.

In the midst of our collective consciousness, there is room for an ultimate eye-opener. It has to do with the youth of America.

We have access to what is singularly the most important asset in the life-stream of America: Children in American homes. Our children are a rich potential for continuity of the American heritage through what one writer describes as being "an army of youth rightly trained." Let us take a second "eye-opener" and look at the prescript that directs, "Go into the highways and hedges and compel them to come." Let us interpret this to mean taking an eye-opener look into the American home and guide our children into the CAP Cadet Program. Let us train them to cultivate a love for our fundamental principles of democracy. Let us train them to stand in awe of the greatness of our constitutional heritage. Let us

We have access to what is singularly the most important asset in the life-stream of America: Children in American homes. Our children are a rich potential for continuity of the American heritage through what one writer describes as being "an army of youth rightly trained."

There are things that we can and ought to do — things that are steeped in virtue and honesty; and there are things that we ought not attempt to do.

Recently I listened with rapt attention to a young man talk about aspects of an assumptive world. His catalogue included the notion of

life, America is not the stock market. While it is a capitalistic society, America is not capitalism. While it is touted far and wide that we are the super power to end all super powers, the essence of America is not its vaunted military powers and prowess. While it is heralded that the rich and privileged in our

train them to grasp the incomparable values that lie at the roots of our democratic system. Let us train them to become sensitized to the value of every human being. Let us train them! And in the process let us transmit to them an eye-opener that will steadfastly refuse to become diminished.



2002 MEMBERSHIP RECRUITING & RETENTION CAMPAIGN

RECRUITMENT ★ APRIL 1, 2002 - MARCH 31, 2003

RETENTION ★ APRIL 1, 2002 - MARCH 31, 2003

Contest Rules

- 1) Individual prizes are based on new members recruited.
- 2) Squadron prizes are based on number of members eligible for renewal at April 1, 2002, who are retained during the campaign.
- 3) Recruiting credit will be given only for individuals recruited as "new members".
- 4) In the event of a tie for recruiting or retention awards, the tie will be broken by a drawing at National Headquarters.
- 5) Membership applications must be signed by the new member, unit commander and processed between April 1, 2002 and March 31, 2003. Membership renewals must be processed between April 1, 2002, and March 31, 2003. (The retention campaign actually runs until June 30, 2003, so that all of those whose renewal date runs through March 31 can be captured in the report. There is a 90-day grace period in which they can renew.)
- 6) The individual listed as recruiter must be a member in good standing at the close of the campaign to qualify for prizes.
- 7) Only one member will be credited for recruiting the new member. The member's name, charter number and CAPID must appear on the membership application for (CAP Form 12 or 15). To ensure proper credit, make sure your name, charter number and CAPID are correct.
- 8) Applications returned by National Headquarters for incorrect or inadequate information cannot be considered unless they are corrected and processed prior to March 31, 2003. Therefore recruiters should carefully screen the application to ensure all information is present and correct. National Headquarters cannot accept telephone calls as a way to add recruiters to forms already received.
- 9) Members recruited, but found to be ineligible for membership, will not be considered. "Pooling" recruiting efforts is not permitted, for example, no member may take credit for a new member recruited by someone else.
- 10) Only the recruitment of regular active senior and cadet members will count toward the total number and awarding of individual prizes.
- 11) The percentage of total squadron membership retained will count toward the awarding of squadron prizes.
- 12) Anyone receiving payment for recruiting either senior or cadet members from any organization including Middle School Initiative Program are disqualified from the awarding of any prizes.
- 13) National Headquarters will maintain a record of all new members and their recruiters. Winners will be announced as soon as possible after the close of the campaign.

Campaign update

The 2002 Membership Recruiting and Retention Campaign is showing further growth for CAP. CAP Membership reached 61,711 for the month of August. That places the membership total at its highest since 1990! Membership growth has appeared to slow down, however; most likely due to two factors: the typically slower summer months and struggling economic climate. I have talked with the commanders of the wings that have shown recent losses and each one is encouraged about growth in the coming months due to the number of recruiting activities that have taken place during the summer.

I would like to mention some noteworthy wings at this time and thank them for the great job they are doing with recruiting. Since the membership campaign began April 1, the following wings have shown more than 5 percent growth:

Arkansas (7 percent); Delaware (8 percent); Louisiana (6 percent); Michigan (6 percent); Mississippi (7 percent); North Carolina (7 percent); Washington (11 percent) and lastly, Kansas Wing has increased by an amazing 42 percent.

With nine consecutive months of membership growth, it is clear everyone is working hard. You are making a big difference. With homeland security on the not-so-distant horizon, we will need to recruit and retain as many members as possible. CAP is poised for greatness and more national recognition. We just have to make sure we have all the personnel we will need to complete the missions.

CAP gets stronger with each new member recruited and each current member retained. Let's make CAP as strong as it can be by making recruiting and retaining members a focus for 2002.

Remember — retention is the most critical part of membership development. CAP had 1585 new members during August, but only had a net increase of 204 members. Tremendous recruiting efforts will not produce positive membership growth if we continually lose members through attrition. We are currently taking actions to measure the retention and attrition rates at squadrons and surveying non-renewals to determine the reasons members leave.

During the yearlong campaign that kicked-off April 1, we will be tracking the retention of those individuals in the squadron at the start date (those who were eligible to renew as of April 1, 2002). For the retention portion of the campaign, the following is a list of what will and will not count against a squadron with regard to retention:

✓ Counts: Voluntary resignation of member; loss of interest by member; and members who do not renew and allow membership to expire.

✓ Will not count: Death of a member; transfers (does not count for or against either squadron); and for cause (derogatory termination by CAP-includes the writing of bad checks).

If you have questions or concerns, contact Robin Hunt, chief of Membership Development, at rhunt@capnhq.gov or (334) 953-2828.

Prizes! Prizes! Prizes!

Recruiting Awards

The following prizes will be sent for members who recruit:

- 3 5 new members - Recruiting Excellence golf shirt for senior members and T-shirt for cadet members;
- 3 10 new members - \$50 gift certificate to CAP Supply Depot or Bookstore;
- 3 25 new members - \$100 gift certificate to CAP Supply Depot or Bookstore; and
- 3 50+ new members - \$200 gift certificate to CAP Supply Depot or Bookstore;

Grand prizes will be given at the end of the campaign. Grand-prize winners will be determined by a drawing of all members having recruited a new member throughout the year. Prizes are as follows:

- 3 Grand prize at end of campaign (senior): Framed and signed limited-edition CAP anniversary print, and airfare and room and board at the 2003 CAP National Board and Annual Conference; and
- 3 Grand prize at end of campaign (cadet): Framed and signed limited-edition CAP anniversary print, and airfare and room and board to a national CAP event to be determined.

Retention Awards

The squadron with the highest retention in each region for the year — award is a \$500 cash prize for each squadron.

All prizes will be presented at National Board 2003.

America has long history of volunteerism

Since the formation of the United States of America, two great institutions of citizen participation have thrived. One is government at the federal, state and local levels; the other — as equally vital to American democracy — has come to be called the voluntary or independent sector. It is far more extensive, open-ended and innovative than government.

In 1831-'32, a French nobleman wandered across America to witness new forms of democracy in action. Alexis de Tocqueville later reported his observations in a classic book, *Democracy in America*. Tocqueville wrote:

"Americans of all ages, all stations of life and all types of disposition are forever forming associations. There are not only commercial and industrial associations, in which all take part, but others of a thousand different types — religious, moral, serious, futile, very general and very limited, immeasurably large and very minute ... In every case, at the head of any new undertaking, where in France you would find the government or in England some territorial magnate, in the United States you are sure to find an association (volunteers)."

When faced with challenges, our nation has always relied on the dedication and action of volunteers. It is this fact that led to the creation of the Civil Air Patrol. When signing the National and Community Service Act of 1990, President George Bush states that government cannot rebuild a family or reclaim a sense of neighborhood and no bureaucratic program will ever solve the pressing human problems that can be addressed by a vast galaxy of people working voluntarily in their own backyards.

Almost a century ago, American philosopher William James envisioned nonmilitary national service in his essay, "The Moral Equivalent of War," involving conscription of youth, not in military service, but fighting injustice as civilians.

In the early 1930s, President Franklin D. Roosevelt, in response to a devastated national economy, created the Civilian Conservation

Corps, in which millions of young people served from six to 18 months restoring the nation's parks, roads, waterways, and supporting their families and themselves.

The GI Bill came along linking service and education by offering Americans educational opportunities in return for service to their country.

MEMBERSHIP

Robin Hunt
Chief, Membership Development
CAP National Headquarters
rhunt@capnhq.gov

In 1961, President John F. Kennedy established the Peace Corps and stated that the wisdom of this idea is that someday we'll bring it home to America.

A few years later in 1964, President Lyndon Johnson, as part of the "war on poverty," created VISTA or Volunteers in Service to America, which provides opportunities for Americans to serve full-time to help thousands of low-income communities.

In 1970, the Youth Conservation Corps engaged 38,000 14-18 year-olds in summer environmental programs.

During the era of the Vietnam War, protestors angrily asked why military service was the only option for "serving" one's country.

In late 1990, the Bush administration passed the National and Community Service Act. The Clinton administration added money for summer and full-time service corps, stating, "There is nothing wrong with America that cannot be cured by what is right with America."

In an effort to seize "a uniquely American moment" of patriotism and national unity following the attacks of September 11, 2001, U.S. Senators Evan Bayh (D-Ind.) and John McCain (R-Ariz.) coauthored a bipartisan bill to dramatically expand volunteer opportunities.

"We will issue a national call to service and watch as a new genera-

tion affirms our faith in America by rising to meet the challenge. If we give the American people a chance to serve, we will improve homeland security, strengthen our communities, and create a common civic experience never before known in America," Bayh stated.

"The tragic events of Sept. 11 have united Americans in their desire to help our nation at war. The Call to Service Act harnesses that patriotic spirit by providing more opportunities for people to volunteer or serve in the military and makes national service available for many more young Americans who want to help make a difference," McCain stated.

Following McCain and Bayh's November 2001 announcement, President Bush made a similar proposal in his January 2002 state of the union address to expand service opportunities at home and abroad. The president also vowed to work with Bayh and McCain to get service legislation passed in Congress.

"The mood of the country has changed in significant ways," Bayh added. "Our challenge is to sustain this outpouring of patriotism and make it as productive and rewarding as possible for our citizens."

Volunteerism never occurs in a vacuum. If the economy or the population shifts, volunteering will reflect the changes just as the job market or the divorce rate does, or any other aspect of society. It is important for volunteer recruiters to understand the trends and issues impacting prospective volunteers at any given time.

There are external factors affecting membership and volunteerism including: social/cultural, economic, government/legal/legislative, competitive and technological.

Let's look at the social/cultural external factor. The most common is the changing family brought on by divorce, single parenthood by choice, both partners in the paid work force — blended step-families. The

concept or definition of "family" is changing in today's society. How does this impact volunteering? Just a few effects:

✓ Stressed out parents with less time to fill the traditional volunteer roles

✓ Fewer people with room in schedules to help the school group or youth activity

✓ Large number of noncustodial parents seeking new relationships with their children

As a recruiter, you face challenges such as:

✓ Can you recruit the family together so the family can enjoy something together?

✓ Can you "buddy up" members so that two people can "share" a responsibility and one can cover for the other if a particular week is hard?

Another social/cultural factor includes the aging of the American

THE NUMBERS

CAP Membership

Cadets: 25,599
Seniors: 36,112
Total: 61,711 (+204 over July 2002)

New Members

1,585 (568 seniors/1,017 cadets)

August Renewals

2,807 (1,852 senior mbrs/955 cadets)

Note: Stats as of August 2002

people. All demographers agree that people are living longer and healthier- and just wait until the Baby Boomers turn 60! Retirement ages are being pushed back and everyone's image of "old" is changing. This has great ramifications for volunteer recruitment because there is a large pool of younger seniors with skills, mobility and time.

So, what do volunteers want? That can be answered simply. The want to be involved, to be recognized, and to belong. People want to feel part of a team approach to solve problems and get work done. They expect a free-flow of information

West Nile Virus reaching epidemic proportions

You probably have heard about it by now — what do birds, horses, humans and mosquitos have in common?

Answer: all can be infected by the West Nile virus.

This virus, first introduced into the United States in 1999 in New York City when it infected 55 persons and killed seven, appears to be spreading rapidly west and south. The latest severe outbreak has been

in Louisiana, where, as of August, 85 persons have been infected, with seven deaths. Here in Illinois where I live, we have had two ill individuals, one dead horse, many dead crows and lots of infected mosquitos. Our neighbor to the east, Indiana, just had their first human case.

What's going on here? Well, as noted earlier, this virus has been active in our country since 1999. The year 2000 saw more activity — in 12 states and the District of Columbia, and 359 counties in 27 states and the District of Columbia reported WNV activity in 2001. Last year, there were 66 human WNV illnesses in 10 states. Two of those were mild, and 64 were encephalitic.

Widespread activity in horses, birds and mosquitos extended into the Midwest and south in 2001, where it had not been seen previously. And it keeps spreading!

It appears the most common type of mosquito involved is the Culex, but it has been found in several other species, as well. Thus far, horses are the only nonhuman mammal infected. Crows

and blue jays appear to be the most common birds infected.

So what about us humans? Although few people who are bitten by infected mosquitoes will become ill, there is concern especially for the elderly and those

with weakened immune systems. Most people will have the milder form of illness, characterized by flu-like symptoms — fever, muscle aching and malaise. The more severe form is an encephalitis — inflammation and swelling of the brain. This is the form that kills and/or severely affects the individual, with sometimes long-lasting symptoms, such as memory loss, incoordination and paralysis. The early symptoms of this form include headache, stiff neck, fever and weakness. This form especially affects the elderly.

Well, we'd all rather not get sick, right? So what can we do to prevent that? Here are some helpful tips that can help:

- ✓ Since mosquitoes bite mostly from dusk to dawn, this is the time to stay indoors;
- ✓ If you must be out, however, you can certainly protect yourself by wearing long-

sleeved shirts and long pants, and by spraying your skin and clothing with an insect repellent that contains DEET, which has been found to be the most effective repellent;

✓ Get rid of standing and stagnant water, since these are perfect mosquito breeding places. Also keep lawns cut closely and shrubs, bushes, etc., well-trimmed. Most communities do spraying at night; and

✓ Report any dead or sick birds you find to your health department.

While there have been outbreaks of other mosquito-borne viral illnesses in the past (e.g., St. Louis encephalitis), it's the WNV that is the major culprit this year. Remember, the mosquito season does not die out at the end of summer, but continues



in many areas till November, at least. So be prepared and be safe! Semper vigilans!

P.S. — When this article was written, WNV activity appeared on the verge of becoming an epidemic. This has now occurred, and the epidemic has reached the West Coast. In Illinois alone, as of Sept. 9, we have had 224 cases of human disease, including a friend of mine, and seven deaths. And it isn't over yet!

Commander ... from Page 8

ground crew qualifications. (Soon, similar modules will do the same for senior members, cadets, and aerospace education training, awards and qualifications programs.);

➤ CAP Asset Tracking System and Communications Equipment Management System Flight Management System

— Logistical applications to track fixed assets, equipment, real property, aircraft and vehicle resources, and their associated lifecycle maintenance;

➤ Online testing and training including operations senior member and cadet training, and aerospace education;

➤ Group Administration — Allows wings with groups to assign squadrons to those groups, which then allows squadron-level data to be viewable by the parent group;

➤ Duty position assignment — Allows units to assign duty positions to its members so data and reports are available to those needing access;

➤ Monthly flying hour reporting will be replaced by FMS reporting, once FMS flight release and qualification/certification modules are in full use;

➤ Threaded discussion groups and mailing lists to help get functional information out to groups and help in discussion and collaboration of any issue/topic;

➤ Calendar for showing unit, wing, region, and national events and activities. Manageable at every level;

➤ Publications and policy letters — latest versions of CAP policy and procedures;

➤ Interactive personnel system

— Will help with the location of people and information about them, based on an assigned access level;

➤ CAPWATCH download — Real-time access to unit data stored in the national database;

➤ Vehicle usage report — Will help with the justification and distribution of CAP vehicles;

➤ Organizational contact information — Includes unit meeting information;

➤ Approval module — Will replace numerous requirements for written letters and/or commander signatures. Uses electronic movement from level to level vice mailing; and

➤ Web Mission Information Reporting System — A text and graphic method to pass mission activity information to CAP and our partners.

As you can see, all this is available by our members at home, at their regular office, their CAP office or in a mobile mode like a

hotel room. It allows data input and report retrieval real-time. In addition, the computer can automatically notify members, program managers and decision makers of resource status change and process-cycle tracking, mission progress and wrap-up information.

All of this is driven by data. We must ensure that data is accurate and timely, and it is key to accomplishing missions in a responsive, reliable and accountable manner. The time used to input and maintain the data should be more than offset by the time savings in data retrieval and analysis for mission and business decision making.

Process automation and movement of CAP processes to the Internet have been CAP strategic long-term objectives for more than two years. Now is the time to make this a high priority as your unit prepares for the homeland security mission.

70 cadets, 16 senior members participate in IACE

The International Air Cadet Exchange, arguably the most amazing of all CAP activities, promotes goodwill, friendship, and understanding among young people interested in aviation. This summer, 70 CAP cadets and 16 senior member escorts toured abroad, while 90 international cadets and escorts visited the United States.

The members traveled to the following countries: Australia, Belgium, Canada, France, Germany, Hong Kong, Japan, Netherlands, Switzerland, Turkey and United Kingdom.

IACE has a highly-competitive selection process. For more information about the program, check out www.capnhq.gov, click on "Cadet Programs" and then "IACE."

New way of staying informed

The Cadet Programs Web site is a great way to stay informed about news affecting cadets and to access helpful tools and training resources.

Now, whenever the Cadet Programs site is updated, CAP members can automatically be sent an e-mail alerting them to the change.

The notification service, known as "Change Detection," is free and easy to use. Simply visit www.capnhq.gov, click "Cadet Programs" and "Updates," and then enter your e-mail address in the space found in the left margin.

Milestone award recipients

The Cadet Program's milestone awards — Mitchell, Earhart, Eaker and Spaatz — commemorate a cadet's progress in CAP. They also mark the transition to a higher phase of the program, which could include new training and promotion requirements.



CP welcomes new registrar

The CAP Cadet Programs staff welcomes a new member to the team, Tanjula Sankey.

Tan will be serving as the registrar, responsible for processing cadet awards, scholarship applications, encampment credit, and other administrative functions.

Born and raised in Montgomery, Ala., Tan is a recent graduate of Troy State University in Montgomery, Ala.

For fun, Tan likes to work out, shop, attend church and spend time with her children, aged 5 and 2.



Tan Sankey

Her predecessor, Janice Serrano, returned to work for a short while after recently giving birth, but has decided to leave CAP and focus on being a new mom.

Farewell, Janice! Welcome to Cadet Programs, Tan!

Now, when cadets receive their milestone award certificate from national headquarters, they will receive a document to help them understand the challenges of their new phase.

The documents, called Briefings, provide new Phase III, Phase IV and Eaker award cadets with useful information on:

- ✕ Leadership goals and responsibilities;
- ✕ Textbooks they will need and how to order them;
- ✕ Eligibility for scholarships and other benefits; and
- ✕ Promotion requirements for the next Phase.

Additionally, the Briefings for

Eaker cadets includes frequently asked questions about the Spaatz award exam, plus helpful hints on how to prepare for it.

In recent years, the promotion requirements for Phase III and IV cadets were modified, and news of those changes has yet to reach some cadets. The Briefings are designed to relieve any confusion about the cadet officers' program requirements.

The Briefings may be accessed online. Visit www.capnhq.gov, then click "Cadet Programs," then "Updates," and finally, "Briefings."

TSA awards scholarships

The Spaatz Association is award-

ing \$2,500 Aerospace Leadership Scholarships to three outstanding cadets.

The scholarships are designed to help cadets (who have already soloed) attain their private pilot's license. A portion of the scholarship may also be used to attend a CAP leadership activity.

The 2002 Spaatz Association Aerospace Leadership Scholarship recipients are: Lt. Col. Josh Hall, Pennsylvania Wing; 2nd Lt. Brandon Harmon, South Carolina Wing, and Lt. Col. Robert Lowery III, Missouri Wing.

The Spaatz Association is a non-profit organization of Spaatz award recipients working to support today's generation of CAP cadets.

For more information about The Spaatz Association and ALS scholarship, visit www.spaatz.org.

Required staff video released

"How to Avoid the Hazing Trap," a video that accompanies CAP Pamphlet 52-12, Required Staff Training, has been shipped to wings and regions.

The video is the preferred method of instruction for Part 1 of RST, however, activity directors may continue to use the lesson plan provided in CAPP 52-12 if a TV and VCR or computer is not available.

Along with copies of the VHS tape, wings and regions are receiving CD-ROMs that contain the RST Instructor Guide, Student Guide, PowerPoint slides, and the "How to Avoid the Hazing Trap" video in Windows media format.

Activity directors will continue to use the lesson plan provided in CAPP 52-12 to lead RST Part 2, "Using ORM to Avoid the Hazing Trap."

Membership ... from Page 11

that helps them accomplish goals. They expect to be part of goal setting. They expect to be involved in the decision making process. They resist bureaucratic quagmires and hierarchal fences.

Whatever stimulates people to act by offering them an opportunity to do what they like to do or are interested in is determined by the individual. You can break your back trying to motivate someone, but, unless you offer something they find interesting or compelling, it won't work — it

won't become a "motivation" until they internalize or personalize and respond to it.

We live in the information age. People demand good information. Do not withhold information, even if its bad news. People must feel they can trust information being given. Be consistent. Check the facts.

People know how to access information and will do so if necessary. Gather and share information openly and appropriately. This serves as

motivation for retention.

Our country has demonstrated a long history of citizens volunteering for a variety of causes and organizations with the desire to make a difference in their community, country or a social situation.

As we move into this new era for CAP and this changed world in which we now live, we cannot afford to lose sight of the staggering importance of the spirit of volunteerism and, more critical, the volunteer. Don't let an opportunity to enrich someone's life through volunteerism pass by. Recruit someone to CAP today!

MILITARY BEARING

At CAP's 2002 National Cadet Competition, top cadets bear up under the Colorado sun for drills, inspections, mile runs and written tests — and a deluge of prestigious awards



A cadet from the North Central Region Color Guard endures a close-up inspection.

An all-female cadet color guard team from Florida and a drill team from New York won top honors at the Civil Air Patrol's National Cadet Competition, held during the first week of July at the U.S. Air Force Academy in Colorado Springs, Col.

The four-day event drew the top 168 cadets of the over 25,000 cadets who participate nationwide in CAP programs. Two competitions ran concurrently, one for color guard teams and one for drill teams. The cadets were judged on military drills, inspection, protocol and leadership skills. They also competed in a written exam and a mile run.

In addition to team and individual awards, the winning color guard and drill teams won the coveted U.S. Air Force Chief of Staff Sweepstakes Trophies.

Finishing first in the drill team competition was the cadet team representing the Northeast Region's New York Wing. The Southeast Region's Puerto Rico Wing won second place. Third place was a tie between the Illinois Wing, representing the Great Lakes Region, and the Delaware Wing from the Middle East Region.

The Florida Wing team, which swept first-place honors in all six color guard events, represented the Southeast Region. Second place honors were awarded to the Rocky Mountain Region's Montana Wing and third place went to the Virginia Wing team, representing the Middle East Region.

Other teams making it to the national drill team competition included those from Wings in Minnesota, Arizona, Utah and Washington. Other participating color guard competitors included teams from Pennsylvania, Indiana, South Dakota, Arizona and Washington.

"This year's competition was the best ever," said Ray Bean, director of Cadet Programs at the CAP National Headquarters at Maxwell AFB, Ala. "The competition was well-organized, full of enthusiastic participants and set in the best possible venue — the U.S. Air Force Academy. There is no better place for a group of aviation-minded young people to gather and compete than at the facility that produces Air Force officers."

The competing teams advanced to the national event after preliminary local, state and regional competitions based on their classroom and field training. Their four-phase national program, which is entirely voluntary, requires classes in aerospace history and technology, military-style and moral leadership skills, public speaking and writing. They undergo field training in physical fitness and survival skills. The cadets also receive flight training, including long-range flight and charting skills and rocket design. They learn teamwork as part of a functioning squadron and participate in drills and color guard ceremonies.

The CAP cadet program is valuable to young men and women who are interested in the aviation industry or military careers. However, its emphasis on leadership skills creates an elite group of high-achievers among the nation's high-school students and responsible citizens for the nation.



Cadets from the North Central Region compete in color guard drill.



The North Central Drill Team and Color Guard join forces to compete in the mile run.



The New York Wing Drill Team shines during inspection.

John Desmarais, left, chief of Emergency Services at CAP National Headquarters, and Col. Scott Hamilton, assistant executive director, supervise preparations for an emergency services demonstration.



Cadets from the Middle East Region Color Guard display their penchant for action while attentively listening to Air Force recruiters talk about life at the academy.

ALL-FEMALE TEAM MAKES HISTORY



An all-female teenaged cadet color guard team from Florida has made history at the National Cadet Competition at the U.S. Air Force Academy. Not only was this the first all-female team ever to compete at CAP's national level, but this was also a team that swept every possible first-place color guard award during the four-day competition in Colorado Springs, Col., which ended July 3.

The five young women received the United States Air Force Chief of Staff Sweepstakes Trophy for the color guard competition and individuals on the team also won the Outstanding Cadet award, the highest overall score on the written exam and the "Female Fleet Foot" award.

The NCC color guard awards are judged in six areas. The Florida cadet team ranked first in all six, including a military inspection, a standard drill, indoor and outdoor color guard events, the mile run and a written exam.

Over 24,000 young people nationwide are members of the Civil Air Patrol Cadet Program, but only about 4,200 of them are female. Their membership in the organization is voluntary, but the requirements for advancement are rigorous. On their own time, the cadets attend classes and field training in search and rescue, leadership skills and military protocol. They also learn about

aviation and aerospace technology. Many cadets come to the Civil Air Patrol with a lifelong interest in flying and space travel, and some go on to appointments at the Air Force Academy or to civilian careers in aviation.

The members of the Florida Wing color guard team were Celeste Brewer of Homestead, Fla. from the Tamiami Composite Squadron; Jessica Craig of Sarasota, Fla. from the SRQ Composite Squadron; and Marissa Steifel, Jackie Broedel and Jennifer Obranic, all from Lantana, Fla. and the Lantana Squadron. Striefel was named Outstanding Cadet, Brewer took the Female Fleet Foot award and Obranic topped out on the written exam with a score of 98.

The team trained with First Lt. David Leali Venice, Fla. and Capt. Edith Miller of Lantana, both senior members of the Civil Air Patrol.

"To say that Florida Wing is proud is an understatement," said Capt. Vickie M. Meyer, CAP Florida Wing's director of cadet programs. "These young ladies have worked very hard over the past year, practicing every weekend and during school holidays. Winning the NCC title was the carrot that kept them going. They had the desire and will to be number



NATIONAL DRILL TEAM WINNER — The New York Wing Drill Team won the national title as a group, as well as several individual competition awards.



A tour guide talks to cadets about the history of the Air Force Academy chapel.



Southwest Region drill team members stand ready for inspection.

"THIS YEAR'S COMPETITION WAS THE BEST EVER. IT WAS WELL-ORGANIZED, FULL OF ENTHUSIASTIC PARTICIPANTS AND SET IN THE BEST POSSIBLE VENUE – THE U.S. AIR FORCE ACADEMY. THERE IS NO BETTER PLACE FOR A GROUP OF AVIATION-MINDED YOUNG PEOPLE TO GATHER AND COMPETE THAN AT THE FACILITY THAT PRODUCES AIR FORCE OFFICERS."

RAY BEAN

DIRECTOR OF CADET PROGRAMS, CAP NATIONAL HEADQUARTERS

On the Web

For more about cadet programs and NCC 2002, go to www.capnhq.gov and click "Cadet Programs."

Fighter pilot!

CAP opportunities help former CA Wing cadet fulfill dreams

Air Force Capt. Jeff Pixley, who was flying patrol flights in the “no-fly” zone over Iraq just weeks ago, said it was the opportunities he had as a Civil Air Patrol cadet that helped him fulfill a dream he had since he was just five or six – to fly airplanes.

Pixley said it wasn't the CAP exposure to aircraft that got him there. Instead, it was the leadership opportunities and other things he thought, at the time, were unimportant, such as drill and ceremonies, that helped him earn an Air Force flight slot.

He joined CAP in 1986 at the age of 14 because he wanted to fly. His squadron, he said, was just not a big flying squadron, though, and, once he realized he wouldn't be flying all the time, he decided to concentrate on other aspects of the cadet program.

Those other things, he said, are the very things that benefitted him the most, even if he didn't see it then.

“At the time, I thought the flying I did was actually the cool part – the best thing about being in CAP. In hindsight, from a military pilot standpoint, it was more of a familiarization. Looking back, what really helped me become a pilot was the discipline and leadership training I experienced in CAP, and the drill and ceremony — all those things I thought, at the time, were just going to get me qualified to make the flights I looked forward to.”

Pixley shows that you get out of activities in your life what you put into them. When he realized he would not go flying once a week, he decided to grab hold of every leadership opportunity he could, and encourages cadets today to do the same thing.

“My goal was character development, and leadership development. My focus was preparing myself, and later my staff, for summer encampments and other events held during the summer.”

According to Lt. Col. Louise Lappert, Corona squadron commander and long-time CAP member, Pixley was an outstanding cadet and great person.

“Jeff Pixley was very self-motivated, congenial – a team player. He is near the top of my list of favorite cadets ever, and I have been in CAP a long time.”

Lappert, who was deputy commander for cadets when Pixley was a cadet, also said one way he is unique is he returned to express his gratitude for all the squadron leaders and CAP did for him.

“One unique thing about Jeff is that he is the only cadet to ever come back to say ‘thank you’ for what we did. We are all volunteers and don't get paid for our services. When a cadet returns to thank



U.S. Air Force Capt. Jeff Pixley stands beside his F-16 Fighting Falcon at Prince Sultan Air Base, Saudi Arabia, where he spent 100 days enforcing the “no-fly” zone over Iraq in 2002.

you, it has a big impact,” Lappert said.

The event that Pixley credits with helping him the most was the wing Non-commissioned Officer Academy, which he attended on scholarship. From there, he went on to higher leadership positions until he left CAP to serve as an enlisted munitions systems specialist in the Air Force. What he learned in CAP helped him get through boot camp, too, he said.

After 4 1/2 years in the Air Force and assignments in New Mexico and Germany, he was discharged and went to the University of Oklahoma, where he

On May 16, 1998, Pixley earned his commission in the Air Force. In mid-July, he entered active duty and, after a nine-month assignment to Robins Air Force Base, Ga., he went to Sheppard AFB, Texas, for flight school, one of his most challenging experiences since joining CAP in 1986.

“My vision of pilot school was that it would be extremely difficult, and that proved to be true,” he said. He said the academics were not terribly difficult, nor was it operating an aircraft that was difficult.

tioned out of Cannon AFB, N.M.

He just got back from completing 100 days under the 363rd Expedition Wing at PSAB, enforcing the no-fly zone. During that time, he flew regular 4 1/2 hour sorties. Most of the time was spent getting on location, refueling, and then getting back to base, with little time spent over Iraq.

Pixley said what he missed most while overseas was his wife and three children. In fact, he said the best place he'd ever landed his plane was Cannon AFB, and the best sites he'd ever seen were Andrea and his children waiting for him, as he returned from the Middle East.

Jeff said the advice he has for cadets who aspire to become pilots is simple and probably not new to them.

“Usually, you don't set negative goals – goals not to do something. But in this case,

it is important young people set a goal not to get into trouble, then meet that goal. Don't do anything now that will make people question your judgment in seven to 10 years, when they are hoping to get into flight school, as the military needs pilots with good judgment,” he said.

Next, he encourages young people to apply themselves in school, as grades and class standing are important to the services.

Finally, he said, “Take every leadership opportunity CAP offers and run with it. All of my greatest accomplishments in CAP were done because other people talked me into doing something I hadn't done before and I succeeded in doing it. Sure, it is uncomfortable to try new things and to put yourself out there, set up to fail, but that makes the rewards of success that much greater!”

Looking back, what helped me become a pilot was really the discipline and leadership training I experienced in CAP, and the drill and ceremony – all those things I thought, at the time, were just going to get me qualified to make the flights I looked forward to.”

Air Force Capt. Jeff Pixley, former California Wing cadet

joined the Air Force ROTC program. After his first quarter, he picked up a full scholarship.

“I have no doubt in my mind that CAP and having been prior enlisted made not only my time in ROTC easier – because there were so many things I had been exposed to and learned since I joined CAP, such as a practical working knowledge of the Air Force – but I walked in, from day one, to the detachment at the University of Oklahoma and I had a level of credibility with not only the cadets, but with the cadre, too. It made life so much easier.”

With support from his wife, Andrea, also a full-time student, Pixley finished a degree in sociology three children and a 3.95 grade point average — no easy task.

“The challenge comes when the Air Force is trying to make sure you are as safe as possible, sending you through as many scenarios as possible before sending you on to the next phase of flying.”

Flying the T-37 was the most difficult part of training for he and his classmates. Learning to think in three dimensions, rather than in two dimensions as you do when you learn to drive a car, is difficult and takes adjusting.

“Throw another aircraft into the mix that's five feet away from you, and you have to think about you and someone else.”

After finishing flight school, Pixley was assigned his first choice in aircraft, the F-16 Fighting Falcon. He became a pilot in the 523rd Fighter Squadron, sta-

E-Tech

CAP, Auburn University join forces; host first Engineering Technology Academy



Photos by Melanie LeMay

Cadets studied the fundamentals of rocketry during E-Tech, constructing and then making minute alterations in alpha rocket models before measuring the resulting altitudes in test flights. Shown left to right during a work session July 10 at Auburn University in Auburn, Ala., are: Daniel Fowler, 16, Blairsville, Ga.; Bill Murphy, 17, Bethel, Maine; David Parrish, 16, Montpelier, Va.; and Robert Sacci, 17, Chattanooga, Tenn.

The Civil Air Patrol and Auburn University's departments of textile and aerospace engineering and aviation management joined forces July 7-12, to host the first Engineering Technology Academy (E-Tech) for 20 CAP cadets, ages 16-18, from throughout the nation. E-Tech gave the cadets a chance to learn fundamentals of engineering, its types and its role in aviation.

This was the first national cadet activity to provide an engineering experience to CAP cadets. "E-Tech provided a look at engineering for those who do not have the advantage of engineering training," said Maj. Roy Good, commander of the Georgia Wing's Dekalb County Cadet Squadron, who directed E-Tech's activities. CAP Director of Cadet Programs Ray Bean selected Good based on his experience and education in aerospace engineering and military management from the U.S. Air Force Academy, Good's background as a flight instructor and his 50 years' membership in the CAP.

CAP chose AU's Samuel Ginn College of Engineering as the site for E-Tech because of its reputation as a leading producer of engineering graduates. "Auburn University produces more than half of the graduating engineers in the state each year," says Julia Freeman, coordinator of Textile Relations. "We are ranked number 63 out of 111 engineering schools in the country."

E-Tech, though publicized only once in the January issue of the *Civil Air Patrol News*, received more than 70 applicants. To apply, cadets had to be 14 or older, complete a separate camp before July 6 and



Dr. Howard Thomas, associate professor of textile engineering at Auburn University, shows cadets the results of a firing range test on bulletproof material at the AU Police Ballistic Range in Auburn, Ala., July 10. Thomas was one of the subject-matter experts who spoke to the cadets attending E-Tech, an engineering education conference cosponsored by CAP and the Auburn University College of Engineering.

Peyton Bean

Assistant Public Relations Specialist, AU Textile Engineering Dept.

pass the Aerospace Dimensions Tests. They were selected based on age, grade in high school and their demonstrated interest in engineering.

At AU, E-Tech directors divided cadets into five different task forces, based on their stated interests, and gave each group a model to build. These models included composite airfoils, propulsion systems gliders and rockets. Danica Hopkins, 17, from Houston, one of two female cadets attending, chose the composites. "I like the building aspect of

composites," she says.

Cadets spent two days in the Aerospace Engineering wind tunnel testing lab, normally used by AU engineering students, to test foam and fiberglass airfoils constructed during the week. "The smoke tunnel blows small streams of air in parallel lines," says Heather Barrington, 16, from Somersworth, N.H. "When I put my airfoil up to the tunnels, I saw the effect the wind had on surrounding air."

Cadets also enjoyed outdoor experiments, including an afternoon at the AU

Police Department Ballistic Range in Auburn. There, cadets watched as AU textile engineering professor Dr. Howard Thomas tested the durability of bullet-proof material made from Spectra and Kevlar fibrous materials, a fabric which Thomas is developing under a grant from Honeywell and DuPont.

Cadets also attended an engineering workshop where professors from the different engineering departments discussed college engineering courses, the benefits of becoming an engineer and the range of engineering career options. "I didn't know a lot about the engineering profession when I came here," said A.J. Wilson, 16, of St. Petersburg, Fla. "After I heard one of the professors talk about industrial engineering, I really got interested in it. That may be the field for me."

Cadets also spoke with Air Force ROTC Admissions Officer Capt. Chris Hageman about the qualifications, expectations and commitments involved in college ROTC.

E-Tech closed with a dinner presentation, where cadets used PowerPoint slides to show how they completed and tested their projects. Good burned all presentations and camp pictures onto a disk for cadets to share with their squadrons at home. Sean Foster, 17, from Custer, S.D., plans to teach his squadron once a month what he learned at E-Tech. "Every third week I'll be allowed to bring in my laptop," says Foster. "My instructors will give me time to teach other cadets."

E-Tech, having reached its goal of orienting cadets to careers in engineering and aerospace industry, will be held again at Auburn University next summer.

SENIOR PROGRAM



GILL ROBB WILSON AWARD

COL ROBERT L BROUILLETTE	AK
COL BRYON L BRAMMER	CA
LT COL JERROLD F BEAUMONT	GLR
LT COL ARTHUR J HOGAN	SC
LT COL WILLIAM E MILLIGAN	TX
MAJ RUSSELL E CHAZELL	UT



PAUL E. GARBER AWARD

MAJ DANIEL R RILEY	AL
MAJ ROBERT M EFROS	AZ
MAJ JEROME L SCHNAPP	CA
MAJ LOUIS KOVACS	CA
MAJ CAROL A SCHAUBSCHLAGER	CA
MAJ JEANNE E PHILLIPSON	CA
MAJ HOWARD G MCCLURE	CO
LT COL JERROLD F BEAUMONT	GLR
CAPT JEREMY J REYNOLDS	IN
LT COL JAMES D SPORE	MD
MAJ DAVID L YOUNCE	MD
MAJ STEPHEN G MILLER	MN
MAJ DOUGLAS J KILIAN	MN
MAJ VICTORIA L ECKHOFF	MN
MAJ SCOTT E LANIS	MS
LT COL ERNEST K SMITH	MS
MAJ AARON J HARPER	NC
MAJ PAUL W CHARBONNEAU	NE
LT COL MICHAEL E FULTZ	NJ
CAPT PHILLIP L DOYLE	NV
CAPT PRESTON B PERRENOT	NV
MAJ RANDY E GARD	OH
MAJ CARLOS FERNANDEZ	PR
MAJ JOSE G VILA	PR
MAJ THOMAS L STRICKLAND	TX
CAPT DANA S GRAY	TX
MAJ WALTER H WOOTON	TX
MAJ BOBBY R THOMAS	TX
LT COL GARY D WESTPHAL	TX
MAJ ROBERT B SHIRK	VA



GROVER LOENING AWARD

CAPT PERRY D JAYNES	AL
MAJ BRYAN S HOUSE	AR
MAJ THOMAS C CONNER	CA
LT COL DONALD F TOWSE	CA
CAPT JOHN W ENGLERT	CA
CAPT WILLIAM F GILLIGAN	CA
CAPT JAMES C PORTER	CA
CAPT DARYL L NEWTON	CA
MAJ DAVID M ELLIOTT	CA
CAPT FRANCIS E FERRON	CO
MAJ HOWARD G MCCLURE	CO
CAPT RICHARD C MATOUSEK	CT
CAPT GEORGE H ALLARD	CT
CAPT RICHARD W BRADY	FL
1ST LT ANTON V KURTH	FL
CAPT KENNETH L NULPH	FL
CAPT ROBERT W ATCHLEY	FL
CAPT CARL G RICHARDS	FL
LT COL JERROLD F BEAUMONT	GLR
CAPT JOHN S HALBROOK	IA
MAJ GEORGE A COBLEY	IA
CAPT JULIA M BACHTELL	IA
MAJ DAVID E BACHTELL	IA
MAJ RONALD J SCHEITZACH	IA
CAPT ROBERT E DEHNER	IN

MAJ JOSEPH V MUFFOLETTO	LA
CAPT GLENN T THIBODAUX	LA
MAJ SHEILA M CERNY	MI
CAPT EDMOND W VERVILLE	MI
CAPT JOLEEN M STADSKLEV	MN
CAPT S BLAZE CUNNINGHAM	MN
CAPT THOMAS R WANN	MO
LT COL JOHN P HEY	MS
CAPT MICHAEL A PROVENCHER	MS
CAPT EVERETT L MCCALLUM	NE
CAPT ROBERT K TODD	NE
CAPT WEYMAN D MCKINLEY	NV
CAPT ANDREW E APPELEGATE	OH
CAPT GARY S FRIEDMAN	RI
1ST LT WANDA J MYERS	TN
CAPT JERALD R LANDIS	TX
MAJ VINSTON S CLEMETSON	TX
COL JACK D BUTTERFIELD	UT
CAPT ROBERT L DORTON	VA
CAPT CHARLES W TYHURST	VA
CAPT RUSSELL D GARLOW	WA
CAPT ANGUS MCKINNON	WA
CAPT PAUL W JONES	WA
MAJ RICHARD C LONG	WA
CAPT PETER FABIAN	WI



BRIG. GEN.
CHARLES E. "CHUCK" YEAGER
AEROSPACE EDUCATION AWARD

1ST LT DENNIS S. AMMANN	CA
1ST LT KAMIAB KAMBIZ	CA
SM ERIC JOHANNSEN	CA
1ST LT DAVID A. SOCKETT	CA
1ST LT BILL T. WITTEN	CA
2ND LT GEORGE FLETCHER	CO
CAPT CAROLYN JAVORSKY	CO
SM LINUS GOMEZ	FL
LTCOL ANTONIO LIMA	FL
1ST LT HECTOR PEREZ	FL
SM GEORGE A. DARICE	GA
1ST LT BETTY E. FOWLER	GA
1ST LT DON L. POWELL	GA
CAPT HARRY M. ROBINSON	GA
CAPT DEBORAH J. SCHMID	GA
MAJ J. PRESTON SEWELL	GA
SM SARAH G. SNEAD	GA
2ND LT DAVID E. WIMMER	GA
CAPT ARAMIS PENTON	HI
2ND LT DORYS PENTON	HI
MAJ THOMAS B. PETERMAN	HI
COL KENNETH P. SALZMAN	ID
2ND LT MATTHEW T. BARRETT	MN
1ST LT MICHAEL J. BRENNAN	MN
SM JANELLE L. GATES	MN
2ND LT JOEL M. STEPANEK	MN
CAPT LYFU S. VANG	MN
1ST LT SUSAN M. VINGE	MN
CAPT CHET A. WILBERG	MN
MAJ FLOYD BAUCOM	MO
SM AMBER C. BENDER	MO
CAPT DIANNA L. BUSH	MO
1ST LT DERRICK E. WILSON	MO
SM CHARLES R. HOOD	MO
1ST LT DEBBIE J. LESLIE	MO
CAPT RONALD F. LESLIE	MO
SM ALISON M. REEDER	MO
SM TONY L. REEDER	MO
CAPT MICHAEL PROVENCHER	MS
SM JAMES CROGAN	NE
SM DENNIS CURTIS	NE
2ND LT KATHRYN HUBBELL	NE
SM JEFFREY MICHALSKI	NE
2ND LT BARBARA NITZ	NE
LTCOL JAMES NITZ	NE
SM RON WARLICK	NE
SM ROBERT L. WILL	NM
2ND LT PETER BRICKER	OH
SM JEFFERY L. AVERHOFF	OK
SM VICKIE J. AVERHOFF	OK
SM BRIAN T. BERRY	OK
SM DANIEL J. BUEHNER	OK
1ST LT KATHRYN A. CURTIN	OK
2ND LT DOUG E. DERYCKERE	OK
SM WELDON HALL	OK
1ST LT MICHAEL W. JOHNSON	OK
1ST LT WILLIAM E. HALL	TN
2ND LT AMANDA MURPHY	TN
CAPT SUE MCPHERSON	TN

2ND LT LEE SHANE	TN
MAJ WALTER SMITHSON	TN
1ST LT GEORGE BAKER	TX
MAJ HELENE BAKER	TX
2LD BRUCE GUSTAFSON	TX
2ND LT STEVEN C. MAULSBY	TX
1ST LT DAVID OGDEN	TX
CAPT GARY SOUTHARD	TX
2ND LT RICHARD TURNER	TX
1ST LT JOHN S. UREKE	TX
MAJ ROBERT A. WIENEKE	TX
SM JEREMY M. CROWELL	WA
SM DAVY FINCK	WA
SM GARTH M. FLAHERTY	WA
SM NEIL P. SEIFRIED	WA

CADET PROGRAM



GEN. CARL A. SPAATZ

DRAUPADI BELOVED	FL
MEAGHAN N. PATTEN	IN
JOHN R. HOUCK	MN
ADAM J. CUCCHIARA	NY
JESSIKA PAZOL	PR
DAVID A. GREENE	TN



GEN. IRA C. EAKER AWARD

FIRST CALVIN J. RIEB	CO
LOUIS R. GABRIEL	HI
TARA S. CONWAY	MA
BEAU P. PROVOST	ME
PAUL M. DANNENBRING	MN
NEIL R. MEHROTRA	MN
PAUL M. STEIMEL	MO
JAMES M. MASSEY	MS
SHARON R. WEEKS	NC
ELISE H. PETERSON	ND
ROSANNA LEE	NY
CHRISTOPHER R. GRUBER	OH
LEANI BENITEZ	PR
FELIX F. FIGUEROA	PR
VLADIMIR OJEDA	PR
GEOFF R. SANDERS	TX



AMELIA EARHART AWARD

MATTHEW P. HOLLADAY	AL
AMANDA L. ARELLANES	AR
KAEMMERLE FITZPATRICK	AR
JESSE M. FOX	AR
ANDREW F. HAY	AZ
LOGAN J. DICK	CO
MARK A. DAUSS	FL
ANDRES F. HOLGUIN	FL
MICHAEL F. KARAYIANES	FL
AARON M. LYON	FL
CHARLES F. RIVENBARK	FL
RYAN YUNG	HI
SARAH ONDRACEK	IL
NICOLE R. MANCOS	IN
HARRISON M. INGRAHAM	MA
JEREMY I. GERRARD	MS
CURTIS W. MASSEY	MS
STEPHANIE J. BARENTHSEN	ND
ALEXANDER A. KASZYNSKI	NH

RANDALL L. GAUDREAU	NJ
MAX J. LUBITZ	NM
CALEB J. PLETTS	NY
MATTHEW R. LESKE	OH
CHRIS PARKER	OH
BRIAN G. RIGEZ	PA
WILLIAM O'FARRIL	PR
STEVEN PAGAN	PR
LUIS TORRES	PR
TAYLOR A. MURPHY	TN
BENJAMIN J. BROUSSARD	TX
CHRISTOPHER K. KOSKO	VA
ERIC D. BOL	WA
CHRISTOPHER D. CLAWSON	WI



GEN. BILLY MITCHELL AWARD

JOSEPH W. NERLFI	AK
ANDREW M. JOHNSON	AL
NATHAN J. NOEL	AL
TODD A. BAKER	AR
AARON FRENCH	AR
JOHN T. MAYES	AR
ASHLEY M. CLARK	AZ
LARRY C. DEARDORFF	AZ
NATHAN L. FRANKLIN	AZ
JACOB H. HAWKSWORTH	AZ
JEREMY W. JEFFCOAT	AZ
SAM O. MCCHESENEY	AZ
COURTNEY L. WILLIAMS	AZ
CLARA C. CROSSMAN	CA
JOSEPH R. DE CRAEN	CA
SEAN F. GILLETTE	CA
AARON C. GLASS	CA
CASEY M. JOHNSON	CA
SAMUEL R. BRADY	CO
NOLAN T. LUCAS	CO
TIM S. MAYHEW	CO
BRIAN H. SCHURR	CO
CALVIN O. STEWART	CO
ADAM M. SLEDGE	CT
DAVID A. TEEL	DE
MATHEW A. DENNIN	FL
AZARI GONZALEZ	FL
ANDREW GRIS	FL
DANIEL MENG	FL
KRIS OROFINO	FL
TIARA PATRICK	FL
JOENY PULIDO	FL
SECRETSE B. SINCLAIR	FL
ERIK W. SIPPEL	FL
DONALD A. VAN PATTEN II	FL
ANTHONY R. DAVILA	GA
DANIEL T. HAMRICK	GA
KENNETH A. HUGHEY	GA
MARK C. PIERCE	GA
JOHN C. RABON	GA
DAVID J. SHAW	GA
TRAVIS B. SIMPSON	GA
JAMES L. WILBUR	GA
JONATHAN R. BALDAUF	ID
CAROL J. NIELSEN	ID
EDWARD L. SYCHRA	ID
JAMES W. CARVER	IL
BRIAN A. CRAMER	IL
CRAIG E. GLOVER	IL
ROBERT T. KELLEY	IL
MARBEN J. RAMOSO	IL
NATHAN M. VARNAGATAS	IL
MINDY S. BASS	IN
ALEC B. BIRDSALL	IN
NATHAN J. BOON	IN
LARAMINE N. SISCO	KS
JOSHUA B. BONNETTE	LA
RENEE N. CABIRAC	LA
DOMINIK T. BIALEK	MA
TIM CHURCHILL	MA
CLIFF R. JONES	MA
JAMES S. KEOHANE	MA
STEPHEN E. LEONARD	MA
CURTIS W. LIVINGSTON	MA
PATRICK M. SHEEHAN	MA
ASHLEY A. SALES	MD

CLAIRE A. VAZQUEZ	MD
CHAD J. ZIK	MD
SCOTT M. KNIGHTLY	ME
STEVEN A. WEBBER	ME
MARLEY N. BROWN	MI
MATTHEW G. FAYETTE	MI
MATHEW B. JAROSLAWSKI	MI
JEFF M. KOSKO	MI
MATTHEW J. NICKELS	MI
TERESA J. OLSON	MI
JOHN R. SCHOFIELD	MI
DANIEL F. ZENI	MI
NATE H. DORR	MN
JESSE HOPKINS	MO
ROBERT J. GRETE	MS
TAYLOR A. CATHEY	MT
NATHAN M. HALL	MT
JORDAN T. SCHATZ	MT
TREVOR A. BENTLY	NC
ANDREW W. GAMBLE	NC
KRISTOPHER M. LEIST	NC
JOHN W. LOVETTE	NC
MARSHALL D. TUCKER	NC
NICHOLAS J. KLEIN	NE
ADAM D. RUPE	NE
TIMOTHY A. DUDLEY	NH
KATELYN J. MERRILL	NH
DANA L. MERRILL	NH
JOSHUA A. ABEGG	NJ
CHAD A. HARRIS	NM
STEPHANIE L. HYDE	NM
TATIANNA P. HEINREICH	NV
JASON D. HENDERSON	NV
CHRISTOPHER KRAVCHENO	NV
SEAN LINEHAN	NV
ABBY S. PASINSKI	NV
MATTHEW COONEY	NY
JONATHAN D. FITCH	NY
JENNIFER A. FRYE	NY
KEVIN X. GULDNER	NY
JONATHAN L. HEWETT	NY
ADAM KING	NY
KATHRYN E. MARLEY	NY
JONATHAN M. MARSH	NY
JUSTIN E. MCGORY	NY
TERENCE VAN HISE	NY
MARK R. FELLER	OH
NATHAN C. HAWKINS	OH
PETER M. HOPKINS	OH
COURTNEY N. PERKINS	OH
PATRICK W. SMITH	OH
SETH D. TIPPS	OH
CHRIS A. RILEY	OR
JAMES J. COLGAN	PA
EVAN CONLEY	PA
JOHN T. CONNOR	PA
BRIAN K. HONTZ JR.	PA
BRETT M. MADER	PA
LUISA PIERONI	PA
MATTHEW POSTUPACK	PA
JOHN M. RAJCH	PA
MATTHEW A. RYAN	PA
BRIAN L. SWOPE	PA
NELSHMARIE F. BAEZ	PR
JUAN C. GARCIA	PR
CHRISTIAN GONZALEZ	PR
JAMAL A. HARVEY	PR
GUILLERMO J. HERNANDEZ	PR
ZUWESKY JUSTINIANO	PR
ISMAEL J. RODRIGUEZ	PR
ANGEL J. TORRES	PR
ALBERTO VEAZQUEZ	PR
STANLEY A. ATHERTON	TN
KYLE C. BROOKS	TN
STEVEN R. CURRIER	TN
THOMAS E. MYERS	TN
JENNA L. WELSH	TN
MARY D. ADAMS	TX
NICHOLAS A. CAPO	TX
SHANE T. GREEN	TX
ERIC A. MESA	TX
GRAYSON N. SLOAN	TX
JASON M. METTMAN	UT
BRIAN J. GENDA	VA
ISAAC J. NEEDY	VA
CHRISTOPHER P. TOBIN	VA
TAYLOR M. WILSON	VA
DEREK J. BIERMAN	WA
DAVID A. DREENAN	WA
TIN D. NGUYEN	WA
IAN J. OWENS	WA
RYAN D. ROBERTS	WA
DAVID J. BARBOUR	WI
TERESA A. EGAN	WI
PATRICK M. SMITH	WV
ROBERT C. COURTADE JR	WY

Congrats to all!

Unmanned combat air vehicle completes first flight

John Haire

*Air Force Flight Test Center
Public Affairs*

EDWARDS AIR FORCE BASE, Calif. (AFPN) — The X-45A Unmanned Combat Aerial Vehicle technology demonstration aircraft completed its first flight here.

The 14-minute flight is a key step to provide a transformational combat capability for the Air Force later this decade, said Air Force Flight Test Center officials.

Reaching an airspeed of 195 knots and an altitude of 7,500 feet, the X-45A flew at NASA Dryden Flight Research Center here. This first flight successfully demonstrated the UCAV's flight characteristics and the basic aspects of aircraft operations, particularly the command and control link between the aircraft and its mission-control station.

"This flight represents a step jump in our quest to mature the technologies, processes and system attributes required to integrate UCAVs into the future Air Force," said Col. Michael Leahy, the Defense Advanced Research Projects Agency's UCAV program manager. "UCAVs



An X-45A Unmanned Aerial Combat Vehicle is parked outside a hangar at the NASA Dryden Research Center at

Edwards Air Force Base, Calif. The aircraft completed its first flight May 22.

will effectively and affordably perform extremely hazardous missions, such as suppressing enemy air defense, while greatly reducing the risk our aircrews have to face."

Later this year, a second X-45A will begin flying, leading to the start of several aircraft flight-test demonstrations next year. The coordinated tests are the technical heart of the program and key to unlocking the transformational potential of the

weapon system, said officials.

Further testing will continue to explore the boundaries of intelligent unmanned combat operations, culminating in fiscal 2006 with UCAVs and manned aircraft operating together during an exercise.

The X-45A is an initial demonstrator for the UCAV system, with the next step focusing on the X-45B, which is currently being designed. According to program officials, the

X-45B will be larger and more capable than its predecessor and will incorporate low-observable technologies. The X-45B will be a prototype aircraft that will lay the foundation for an initial operational system toward the end of the decade.

The demonstration aircraft is a combined effort involving the Defense Advanced Research Projects Agency, the U.S. Air Force, and lead government contractor, Boeing.

Communications squadron demonstrates 'Net Decoy'

ROYAL AIR FORCE MILDENHALL, England (AFPN) — The airmen of the 100th Communications Squadron here hosted the first-ever demonstration of the pioneering "Net Decoy" system, combining two defensive information systems that detect, track and potentially identify cyberspace intruders.

During the latter part of August the Air Force Information Warfare Battlelab, Lackland Air Force Base, Texas, has worked with members from the 100th CS and a team of Air Force computer experts from the 92nd Information Warfare Aggressor Squadron, also at Lackland, "to demonstrate the military value of creating virtual networks (false computer units) designed to decoy attacks and exploits," said Capt. Robert Anderson, project officer for the AFIWB initiative.

"Net Decoy" sets up false networks that notify system administrators of an intruder's movement without his or her knowledge.

AF Museum expansion taking shape

DAYTON, Ohio (AFPN) — Expansion of the U.S. Air Force Museum is under way here.

Construction crews have put in steel frame arches recently, introducing the public to the quickly developing structure that will be the museum's 200,000-square-foot third building. The hangar is the centerpiece of a major museum expansion, with follow-on phases to include a hall of mis- siles, a space gallery and an education center.

Work on the \$16.6 million project is on schedule, according to officials, and the building is expected to open to the public next spring, coinciding with the centennial of flight celebration.

A master plan developed by museum officials calls for the new hangar to house aircraft and



Expansion of the U.S. Air Force Museum is under way in Dayton, Ohio. Work on the \$16.6 million project is on schedule, according to officials, and the building is expected to open to the public next spring, coinciding with the centennial of flight celebration.

exhibits reflective of the era from the Cold War to now. The new building will permit the museum to present Cold War history from an Air Force perspective and to realign the flow of exhibits and aircraft into a more chronological format.

Ceremonial groundbreaking for the museum's third building took place in June 2001, with actual construction beginning in August

2001. The building will be called the Eugene W. Kettering Gallery, honoring the first head of the Air Force Museum Foundation board of trustees. Kettering passed away in 1969. It also honors his family's consistent and enthusiastic support of the museum and advocacy of the Air Force for more than 40 years, said officials.

Coast to Coast

The purpose of the Coast to Coast section is to provide publicity for the achievements of Civil Air Patrol members involved in CAP activities at the unit, wing and region levels. Submissions should be sent no later than 45 days after the event via e-mail to capnews@capnhq.gov or via the U.S. Postal Service at the following address: Coast to Coast, Civil Air Patrol News, 105 South Hansell St., Maxwell AFB, AL 36112-6332. The submission deadline is the first Monday of the month preceding the month of publication. Photos may be sent electronically or by mail. (See Page 2 for technical details.) For questions regarding submissions, please call Dan Meredith at (334) 953-7548.

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Southeast Region

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North Central Region

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Southwest Region

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Rocky Mountain Region

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Denver, CO
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Pacific Region

28829 Lockheed Dr.
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Eugene, OR
97402-9500

Nationwide

Reporting achievements of CAP members

NORTH- EAST REGION

COMMANDER
COL. RICHARD A. GREENHUT

CONNECTICUT * MAINE
MASSACHUSETTS * NEW
HAMPSHIRE * NEW JERSEY
NEW YORK * PENNSYLVANIA
RHODE ISLAND * VERMONT

MASSACHUSETTS —

Several members of the Cape Cod Composite Squadron took part in Flag Day ceremonies at a local elementary school.

The Cape Cod squadron's color and honor guards took part in ceremonies at the Forestdale Elementary School. Students from other schools were brought in by bus to watch the presentations, which included visits from U.S. Coast Guard and U.S. Army helicopter crews who flew their helicopters to the school's ball-field for the students to look at. A U.S. Marine Corps gunnery Sergeant began the ceremony by raising the flag.

During the ceremony, each grade in the school sang songs. In between the songs, guest speakers spoke to those who were gathered. The highlight of the day was a memorial to U.S. Navy Capt. Gerald DeConto, a Sandwich, Mass., native who was killed in the Sept. 11, 2001, attack on the Pentagon. Retired U.S. Army Master Sgt. Robert Eccleston, a friend of DeConto, gave the speech. The family unfurled and held the funeral flag, flanked by the squadron's honor guard. At the same time, the squadron color guard performed for the crowd while the Lee Greenwood song "God Bless the USA" played. A Marine bugler then played "Taps" while honor guard members Cadet Col. Peter J. Amaral III and Senior Flight Officer Francis Condon refolded the flag for presentation to the family.

Kevin Bracken, a New York City firefighter killed in the collapse of the first World Trade Center tower, was also honored.

Condon is also a senior airman in the 102nd Fighter Wing of the U.S. Air Force and a

member of that unit's honor guard. Amaral is a student at the University of Arizona and is also an ROTC cadet. The members of the color guard were Cadets Airmen 1st Class Paul Conlon, Justin Brown and Nicholas Mitchke, and Tech. Sgt. Deven Benkowitz.

1st Lt. Dawn Tardif

NEW JERSEY — A group of 15 cadets and two senior members from the Jack Schweiker Composite Squadron marched in a parade in Riverton, N.J.

Parade officials invited the squadron to send a group to take part in the parade to help increase the military flavor of the parade because of the events of Sept. 11, 2001. Those who took part walked more than two miles during the parade, which was held on a day when temperatures reached 97 degrees.

The group received applause and praise from many of the spectators, some of whom commented on the professional

appearance of the marchers. Several of the area veterans paid special attention to the group as they passed, and one even stood up, saluted group members as they passed, and then sat back down when the group was past him. The cheers from Riverton residents continued throughout the parade route.

The cadets who took part in the parade included: Evan Rudolph, Andrew Stowell, David Maver, Jonathan Clifford, Sean Miles, Grant Robinson, John Burckley, Robert Murray, Adam Oppido, Jose Cintron, Michael Curran, Andrew Borders, Andrew Colbert, Christopher Palm and Stephen Villari. Senior members who took part were Maj. Dennis Walton and 1st Lt. Jennifer Rudolph.

Cadet 1st Lt. Ty A. Clark
and 1st Lt. Jennifer Rudolph

PENNSYLVANIA —

Members of the Mount Pocono Composite Squadron helped students at an area school with an aerospace education day.

Twenty-eight cadets helped make the day a success, and the school hosted the event in conjunction with a CAP educator grant from the Aerospace Education Foundation. The grant was awarded to 2nd Lt. Jill Droppa, a Canaan Christian Academy first grade teacher and CAP member.

State Representative Jerry Birmelin and David Marquette, CCA principal, began the patriotic opening ceremonies, with help from the Mount Pocono color guard. Immediately afterward, ultralight aircraft pilot Carl House made several flyovers and dropped parachutes filled with candy to the students. Shortly afterward, 13-year-old Sandy Sharp, accompanied by her instructor, Mark Boyer, of Northland Aviation from Cherry Ridge Airport, landed a two-seater helicopter on the school's soccer field. Boyer gave 10 students and one teacher rides in the helicopter.

A helicopter from an area television station flew in, also,

CADET OF THE YEAR



Cadet 1st Lt. Elizabeth Arie, left, of the New York Wing's Fort Drum Composite Squadron, was honored as the Central New York Group 2001 Cadet of the Year during a ceremony held at Hancock Air National Guard Base, Syracuse (N.Y.) International Airport. Pictured with her are Capt. Charles Miller, Fort Drum squadron commander, center, and Maj. Tom Carello, Central New York Group cadet programs officer, who presented the award.

and provided news coverage, as well as allowing the students and teachers a chance to see a news helicopter up close.

More than 180 students and teachers from kindergarten through 12th grade at the Canaan Christian School took part in the activities. Along with the helicopter tours and flights, activity seminars on aerospace-related topics, global positioning system scavenger hunts, displays of radio controlled planes and model rockets, tours through a planetarium, and presentations on career opportunities in civilian aviation and the U.S. Air Force Reserve. Two hot-air balloon pilots, Douglas Lane and Tony Saxon, from a local FM radio station, taught the students about ballooning.

Sr. Mbr. Gary C. Pope

MIDDLE EAST REGION

COMMANDER
COL. ROBERT T. TOWNSEND

DELAWARE ★ MARYLAND
NATIONAL CAPITAL ★ NORTH
CAROLINA ★ SOUTH CAROLINA
VIRGINIA ★ WEST VIRGINIA

MARYLAND — A former cadet of the College Park Composite Squadron visited the squadron and spoke about his experiences as a midshipman at the U.S. Naval Academy and as an ensign in the Navy.

Ensign Jason Blackmon, who last visited the squadron in 1998, stopped by the squadron's headquarters at College Park (Md.) Airport to see the changes which had taken place since '98. While there, he met with senior members Lt. Col. John Kilgallon, Maj. Robert Turner and 1st Lt. Robert Couch. They asked him to say a few words to the squadron members.

When he spoke to those who gathered for the squadron meeting, he encouraged them to try hard and do their best at whatever they strive for. He also told them about the advantages of academy life, be it at the Naval Academy, Military Academy, or U.S. Air Force Academy, though his emphasis was on Annapolis.

When he was asked what the most significant thing about his life was, he said "I have no regrets for anything that I have

done. The only regrets I do have are for those things I have not done."

Blackmon was scheduled to report to his ship, the USS Porter (DDG 78), out of Norfolk, Va., the next month and was excited about the experiences he had before that point, especially those with the former squadron.

Maj. Robert W. Turner

MARYLAND — Six senior members and 30 cadets of the Bethesda-Chevy Chase Composite Squadron visited the headquarters of the U.S. Department of State in Washington, D.C.

The visit was organized and made possible by Maj. David Staples and his wife, 1st Lt. Olwyn Staples, both of whom work at the State Department's headquarters.

The visit began with a briefing by U.S. Air Force Col. Alan Ekrem, the Department of Defense Liaison to the State Department's Operations Center. He told them about his role and the overall mission of the operations center.

After the briefing, the cadets and senior members were given a tour of the center and saw a demonstration of its unique capabilities, tracking down almost any person in the world.

Next came a briefing by Gary Grappo, director of the Bureau of Near Eastern Affairs, Regional Affairs Office, about the Arab-Israeli conflict, Iraq, Iran and terrorism in general. He also offered tips for pursuing a diplomatic career. Grappo is a former U.S. Air Force officer and graduate of the U.S. Air Force Academy.

Maj. Staples, public affairs officer for the Bureau of Near Eastern Affairs, took the group to the press briefing room. The room contains the famous "blue seal of the world," which is often seen on the news when briefings are televised. In the briefing room, cadets and senior members learned about the ground rules for dealing with reporters, and took pictures in front of the blue seal.

The major highlight of the tour was a personal greeting and photo opportunity with Deputy Secretary of State Richard L. Armitage, who greeted each member personally in the treaty room. The room is located just outside the main offices of the secretary and deputy secretary of state, and is used for events such as greeting foreign officials, signing treaties and ceremonies for department employees. After the photograph, Armitage surprised everyone, including his staff, and invited the group into



Cadet 1st Lt. Scott Carlan of South Carolina Wing's York County Composite Squadron, center, poses with Capt. Oliver Kaska, York County squadron commander, left, and Rock Hill Flight School president Brian Lewis after receiving a scholarship certificate. The school donated the scholarship, which will give recipients \$530 worth of training and materials to help them earn their private pilot license.

his outer office, used to conduct meetings with foreign leaders, and his private office, where he does much of his work. His office is a mirror image of the secretary of state's office, though Armitage said Colin Powell has nicer furnishings. Cadets noted that among the awards and mementos in the office were pictures of him during his days as a U.S. Navy SEAL in Vietnam.

The group went to the eighth floor to the State Department dining room for a formal lunch and briefing on the Middle East situation by two senior State Department employees, Dr. Aaron Miller, senior advisor for Arab-Israeli negotiations and Steven Rice, political/military officer for the office of Israel and Palestinian Affairs.

1st Lt. Staples, public diplomacy officer for the Bureau of Western Hemisphere Affairs, then took the group on a tour of the eighth floor reception area. The rooms there are reserved for important ceremonies and functions of the secretary of state and the department. The rooms are furnished with antiques and other items donated to the U.S. government.

The final stop was at the state department's souvenir shops.

Lt. Col. John M. Knowles

SOUTH CAROLINA — A Rock Hill, S.C., flight school donated a training package to be

used as a scholarship for a York County Composite Squadron cadet.

The training package included eight weeks of ground training instruction toward a private pilot license, the Federal Aviation Administration's written examination, all books and course materials, and two hours of dual airplane instruction and airplane rental. The value of the package is \$530. Brian Lewis, president of Rock Hill Flight School, and Craig Reed, vice president, own the flight school and were responsible for the donation.

In order to qualify for this scholarship, a cadet must have a desire to fly and pursue a pilot license, and be available to attend all ground training exercises. The cadet must also be within a few months of his or her 16th birthday, attain the rank of staff sergeant or higher, be active in squadron activities and maintain school grades in accordance with CAP regulations.

The award will be given out four times a year. The first recipient was Cadet 1st Lt. Scott Carlan. Lewis and Capt. Oliver Kaska, York County squadron commander, presented the scholarship certificate to Carlan during a recent meeting. Carlan said, "I am working toward my private pilot license and this will help me get there faster."

When asked why Rock Hill

Flight School donated such an award, Lewis said, "It is a way to give back to the community and get more young people interested in flying."

Kaska said it also helped the squadron call attention to those who succeed and help them advance further. "This is a great way to recognize the achievements of our cadets and help further their flying careers," he said.

1st Lt. Sharen Kaska

WEST VIRGINIA — Members of the West Virginia Wing took part in a search and rescue exercise that lasted 10 days and involved two different mission bases.

The entire wing, made up of 12 squadrons and 650 members, was put on alert during the exercise. Mission bases were established at the Harrison Marion Regional Airport in Bridgeport, W.V., and the Raleigh County Airport in Beckley, W.V.

Wing aircraft conducted route searches, aerial reconnaissance and air-to-ground searches. Aircraft from Lewisburg, Martinsburg, Morgantown, Clarksburg, Beckley and Wheeling were involved, as were ground teams from throughout the state.

A combined emphasis on ground team training began near Richwood and Marlinton, W.V.

According to Lt. Col. Eugene Thorn, incident com-

mander, the exercise was held to help the members train for future homeland security missions. "It took many hours of planning to get all 200 qualified people effectively trained," Thorn said.

Lt. Col. Dave Brooks, West Virginia Wing vice commander, said it is important to train and for the wing to maintain a high state of readiness. "We have to practice the more traditional missions — lost aircraft searches, missing persons, counterdrug, and Department of Natural Resources missions — but we're training in new ways to support the needs and types of missions required for homeland security," he said.

1st Lt. Jeffrey Schrock

GREAT LAKES REGION

COMMANDER
COL. WILLIAM S. CHARLES

ILLINOIS * INDIANA
KENTUCKY * MICHIGAN
OHIO * WISCONSIN

ILLINOIS — Ground team members from two Illinois Wing groups successfully found an emergency locator transmitter that was activated at an area airport.

The ground team, made up of members from Groups 14 and 22, began the search after Maj. Bob Taylor, Illinois Wing emergency services officer, and 1st Lt. Chuck Best, searched five other airfields and concluded that the most likely location for the ELT was Lake-In-The-Hills (Ill.) Airport.

Capt. Rhonda Anderson served as incident commander and Cadet Lt. Col. Jim Cepa acted as ground team leader.

Though the Air Force Rescue Coordination Center at Langley Air Force Base, Va., lost the signal, the ground team members detected a strong signal near the airport with direction-finding equipment. Because the team detected a signal, Anderson directed the ground team leader, Cadet Lt. Col. Jim Cepa, to continue the search, even though the AFRCC devices could no longer detect the signal.

The team initially drove around the airport perimeter. The indications were strong that it was coming from the airport, but

the signal could have potentially reflected off the airport's many aluminum hangars and buildings, making the search more challenging than it might otherwise have been. The team moved from the perimeter to a methodical search of the buildings, beginning on the public areas off the ramps. When they determined the signal was inside the airport, Cepa asked Anderson to contact civilian authorities to give them airport access. Shortly after the request, Lake-In-The-Hills Police Department officers arrived to authorize ramp access.

The ground team tracked the signal to a building and notified Anderson, who requested the police department personnel contact the building's emergency contact. When the contact arrived 25 minutes later, he allowed the team access to the crowded hangar. Immediately visible on a workbench was an ELT that had just had a battery replacement, but because the switch was in the off position, the team kept searching. As the contact — a local mechanic — checked each aircraft, ground team members continued to track the signal around the hangar, always heading back to the ELT on the bench. When they removed the antenna from the scanner, they determined the ELT was active. Cepa requested the mechanic remove the battery, and, as he disassembled the ELT, the signal stopped. It turned out that a wire had been pinched during reassembly after battery replacement, which caused a short, which activated the unit.

Cepa notified Anderson the ELT was found and deactivated, and the search ended. Each member of the ground team was credited with a non-distress ELT find.

The search was especially significant for Cepa and one other ground team member. For Cepa, it was his last mission as he was scheduled to leave a few days later to start at the U.S. Coast Guard Academy. For 1st Lt. Bob Williams, the search was the first AFRCC mission he had been on. It ended in his first find, and completed the requirements for the ground team member rating.

The other ground team members were: Cadets Bob Maxwell, Gareth Gabb and Katie Schneider, and senior member 1st Lt. Jeff Camiliere.

ILLINOIS — Members of the 286th Composite Squadron participated in one of the largest community activities held in the area of East Alton, Ill.



Members of the Michigan Wing pose together at a banquet honoring Chaldean-American veterans and active duty service members. In the front is the wing color guard, made up of cadets from the Oakland Composite Squadron. Color guard members are, from left, Troy Hughes, Katie Broyles, Jefery Schultz, Christopher Frantz and Zack Jay Wendling. Around the color guard are, from left, Cadet 2nd Lt. Mary Chesney, and Lt. Cols. Michael Saile, Michigan Wing vice commander and chief of staff, Tim Neill, wing government relations advisor, and Congressman Joe Knollenberg, CAP Congressional Squadron.

The activity was the Olin Corporation's annual two-day company picnic. Squadron members were invited by officials from Olin, the area's largest industry, to help handle grounds keeping for the picnic as a community relations project and fundraiser. Squadron leaders agreed and the members helped as more than 2,100 employees attended the picnic. The first day, 1,065 people from the Olin Brass Plant came to the picnic, and the second day, 1,100 people came from the Winchester Ammunition division. Some of Olin Brass and Winchester Ammunition's biggest customers are the department of defense and the U.S. Mint.

The annual event was sponsored by the Westerner Club, a recreational benefit organization for Olin employees.

The simple trash detail brought the CAP substantial notice and honor, as members were invited to work with police officers, firefighters and members of the Veterans of Foreign War on a color guard that raised the colors during a memorial service during the picnic. The memorial service was held to honor those who perished in wars, in the line of duty, and those who died in the attacks on the Pentagon and World Trade Center on Sept. 11, 2001. The members who took part in the ceremony were 1st Lts. James Cox and Michael Thompson and Cadets Anna Cox, Chantal Mitchell, Kyle McIntyre and James Thompson.

Michael Thompson, assistant chief of a local fire depart-

ment, works with many of the Olin employees who are volunteer firefighters and EMTs. Because of his contacts, he was able to get the 286th squadron involved in the fundraiser/community service project. The project raised funds and allowed squadron members to interact with corporate officials and the employees that live in the surrounding community.

1st Lt. Michael F. Thompson

MICHIGAN — Members of the Michigan Wing color guard took part in a ceremony in Southfield, Mich., held to honor 300 current and past members of the U.S. armed forces.

The wing color guard members were among 750 people who gathered for a banquet held in Southfield, Mich., to acknowledge the service and sacrifice to our country by members of the Chaldean American community. The event was organized and hosted by the Chaldean American Ladies of Charity who identified more than 300 Chaldean-Americans who served, or are currently serving in the American military. The group planned the event for more than two years, but the events of Sept. 11, 2001 gave the event greater importance.

Senator Carl Levin was the keynote speaker. Senator Debbie Stabenow and Representative Joe Knollenberg were also there, along with Michigan Lt. Gov. Dick Posthumus. The master of ceremonies was Paul W. Smith, a Detroit radio personality.

Chaldeans are a Christian minority in their native country, Iraq. Because of their religious heritage, they are among the most oppressed people in Iraq. Because of the oppression, many Chaldeans left Iraq and came to America in the early 1900s, and most Chaldeans cling strongly to their culture and religious heritage. They have tremendous pride in being Americans and a deep appreciation of the freedoms America has to offer. Many have paid the ultimate price in defense of those freedoms.

Active duty Chaldean-Americans were present for the event, as were past veterans who served in World War II, Korea, Vietnam, the Dominican Republic, Grenada, Panama and Desert Storm. One of those who attended the meeting was Peter Essa, who was a U.S. Army private first class during World War II. He received the Purple Heart for being wounded in action at Normandy. Years later, one of the letters he sent home during the war was one of eight chosen by the Legacy Project in Washington, D.C. The letter was aired by Ted Koppel on ABC's national show "Nightline," and was featured in *The New Yorker* magazine in December 2000.

A U.S. Air Force honor guard from the Selfridge Air National Guard Base presented and retired the colors for the event. One of the honor guard members, retired U.S. Air Force Master Sgt. Frank Gregory, is the deputy commander of Michigan Wing's Evergreen Cadet Flight. Gregory previously

served in the Presidential Honor Guard in Washington, D.C., and mentored the cadet color guard who was present.

The Michigan Wing color guard conducted a flag-folding ceremony. During the ceremony, a flag that had flown over the nation's Capitol was folded and presented to Rosemary Antone, the event's chairperson, on behalf of all of the veterans and their families.

Many of the guests were moved by the ceremony, and Levin and Knollenberg both personally congratulated the color guard members on a job well done. The cadets on the color guard were: Airmen Katie Broyles, Christopher Frantz, Troy Hughes and Zack Jay Wendling; and Staff Sgt. Jefery Schults. All of the cadets were from the Michigan Wing's Oakland Composite Squadron. Gregory acted as a mentor for the color guard and arranged the Selfridge Air National Guard Base honor guard's participation in the event.

2nd Lt. Jim Siciliano

WISCONSIN — Members of the La Crosse Composite Squadron color guard helped with opening ceremonies at an air show held at the La Crosse, Wisc., Municipal Airport.

The La Crosse squadron color guard presented the U.S. and CAP flags during opening ceremonies, as well as the Canadian flag. The red and white maple leaf flag of Canada, flanked by the flags of the U.S. and CAP, flew proudly both mornings before the beginning of the Deke Slayton Airfest, held annually on Father's Day weekend at the La Crosse Municipal airport.

Under the watchful eye of Cadet Chief Master Sgt. Matt Hobelsberger, bearer of the U.S. flag, the presentation of colors went well. Cadet Senior Master Sgt. Sam Cleveland carried the Canadian flag and Staff Sgt. Ryan Brummet carried the CAP flag. The riflemen were Staff Sgt. Nick Deml and Staff Sgt. Alison Schneller.

This year's event marked the first time a military demonstration team from another country performed during the airshow. The CF-18 demonstration team from Canada flew in with a dramatically painted F-18 Hornet. The aircraft was painted to resemble the colors and markings of a real hornet. During the two-day event, the F-18 was one of the most popular attractions, and knife-edge fly-bys allowed the spectators to see the full paint scheme.

2nd Lt. Jim Hobelsberger

SOUTH-EAST REGION

COMMANDER
COL. ANTONIO J. PINEDA

ALABAMA ★ FLORIDA ★
GEORGIA ★ MISSISSIPPI ★
PUERTO RICO ★ TENNESSEE

ALABAMA — Members of the Redstone Composite Squadron presented colors for a rollout ceremony for a Boeing rocket.

The Redstone squadron color guard presented the colors for the Evolved Expendable Launch Vehicle and Delta IV Defense Satellite Communications System Rocket rollout ceremony.

The presentation of Boeing's new rocket took place at the Boeing plant in Decatur, Ala. Guest speakers included Gale Schluter, Boeing vice president and general manager of Expandable Launch Systems, U.S. Air Force Lt. Gen. Brian A. Arnold, commander at the Space and Missile Systems Center, Don E. Siegelman, Alabama governor, and Christine M. Anderson, program director of the Military Satellite Communications (MILSATCOM) Joint Program Office.

The color guard marched down the center aisle of the crowd in a four-man assembly with a rifleman on either side and

two flag bearers in the center. A few feet before the stage, they stopped and did a colors reverse, then they went to the present arms position while Ann Woods, a Decatur Boeing Employee, sang the National Anthem. They then marched back up the center of the aisle behind the seated guests to disassemble the formation. Their performance was flawless.

After the rocket had been brought out, red, white and blue balloons were dropped from the ceiling above the rocket. The crowd then assembled near the rocket for a group picture with the rocket. Some of the more important guests and Boeing employees met with newspaper and television reporters for interviews, then food and beverages were served.

The guests that chose to stay after refreshments were invited to tour the plant. Many accepted the invitation. Officials were pleased with the way the rollout ceremony went.

Cadet Tech. Sgt. Amanda Rice and 2nd Lt. Dani Richard

FLORIDA — More than 200 cadets and senior members met outside of Starke, Fla., for the Florida Wing's 2002 summer encampment.

A staff of 21 senior members and 88 cadets gathered at Camp Blanding, an Air National Guard training facility 11 miles east of Starke, to prepare for the arrival of 150 basic cadets the following day.

Events for the week-long encampment included a tour of the Camp Blanding Museum, which houses static displays from World Wars I and II, as well as the Vietnam War-era, a

confidence course, a leadership reaction course and a visit from Trauma One, a medivac helicopter based in Jacksonville, Fla.

There were also visits from U.S. Air Force officials, members of the 159th Florida Air National Guard Weather Unit, the 102nd Red Horse Engineering Unit, and several chaplains from the Florida Wing who taught about moral leadership.

The cadets got plenty of practice in drill and ceremonies, volleyball and early morning physical training with a one-mile run. Each flight rotated through the mess hall and learned how to serve food and clean up afterward. It was a new experience for many, as was living in a barracks. Some of the cadets were not used to having to make their own beds every morning or cleaning up the areas around their beds. Here, they had to make the bed and keep the surrounding space neat, clean and organized.

The weather was not cooperative, and the cadets were rained on frequently. Foul weather did not seem to affect the spirits of those involved, and the group still made several trips to the beach at Lake Kingsley, located on the base, to get some relief from the heat. One of the closing events was a meal at the beach.

The final day began with clean-up and out processing, and the final event was a pass-in-review ceremony. Col. Matt Sharkey, Florida Wing commander, served as the reviewing officer. Family and friends of the cadets, as well as the senior staff, also attended the ceremony.

The encampment was

considered a success and many of the cadets who attended the encampment as students said they looked forward to returning as staff for Florida Wing's 2003 summer encampment.

1st Lt. Patrick O'Key

FLORIDA — Cadets and senior members from the Weston Cadet Squadron took part in Independence Day festivities for the City of Weston, Fla.

Weston squadron members assisted with the Ninth Annual 5K Race. The day began early with cadets and senior members setting up the course and passing out cups of water to the hundreds of runners and walkers who took part in the race. Cadets quickly learned to pass a cup of water to the runners as they went by without slowing them down or drenching them with water.

Within an hour after the race, squadron members changed uniforms and prepared for the Fourth of July parade. The Weston squadron group carried the colors and led the parade through the city streets, where they were cheered by hundreds of spectators.

Cadet participants included: Capt. Enrique Mertins, cadet executive officer; 1st Lts. Terry Reid, cadet commander, and Anthony Viviani, cadet deputy commander; Master Sgt. Ivan Arguello; Airmen 1st Class Megan Tindell, Tina Lari and Jordan Rudin; and Airmen Adam Aronovski and Eric Alvarez.

Capt. Diane Reid

MISSISSIPPI — Members of the Jackson Composite Squadron and a representative of the



Cadets from across Florida practice drill during the Florida Wing's 2002 Summer Encampment, held at Camp Blanding, an Air National Guard training site near Starke, Fla. More than 220 people attended the encampment, including 150 basic cadets, 88 cadet staff members and 21 senior members.

Mississippi Wing staff represented CAP at a conference for home school educators.

Lt. Col. John Hey from the wing staff joined Jackson squadron members at the annual Mississippi Home School Educators Association Conference held at Mississippi College. The members used the conference as an opportunity to help those who teach their children at home learn about CAP, especially the cadet program.

The color guard, under the direction of senior advisor Capt. Lynn Stuart, presented the colors for the general session. The team has won more than 20 awards in the last two years. The members are: Senior Master Sgts. Robbie Grete, commander, Jarrett Little and David Crawford; Tech Sgt. Chris Ellis; and Airman 1st Class Cedric Haynes.

Hey conducted a seminar to inform the home-schooled students and their parents about the opportunities CAP provides. Other members distributed Drug Demand Reduction and CAP promotional materials to more than 1,500 people. Other cadets who assisted were Airmen 1st Class Nathaniel Thomas and Wills Durham. Senior members who took part included Lt. Col. Eckhard Stuart, Capt. Lynn Stuart and 1st Lt. Sandy Ellis.

NORTH CENTRAL REGION

COMMANDER
COL. REX E. GLASGOW

IOWA * KANSAS
MINNESOTA * MISSOURI
NEBRASKA * NORTH DAKOTA
SOUTH DAKOTA

IOWA – Fifty-two members of the Iowa Wing provided assistance with the 2002 Quad Cities Airshow in Davenport, Iowa.

Under the direction of Maj. Mike McCoy and Jerry Lowry, the cadets and senior members marshaled aircraft and helped provide crowd control and security for the area where performing aircraft were staged, known as the "hot pit." The area was strictly off limits to all unauthorized personnel and the general public. The squadron has helped with these areas since the first Quad Cities show and will continue to do so in the future.



Lt. Col. Steve Lewis, Iowa Wing director of glider operations, sits in Iowa Wing's new Super Blanik L-23 glider. Members of the Burlington and Washington-Brinton Composite squadrons assembled it for the first time recently. It will be inspected by an airframe/powerplant mechanic and the Federal Aviation Administration, and be certified for flight before it is put to use.

Both the U.S. Navy's Blue Angels and the Canadian Snowbirds performed during the show. The Blue Angels kept their aircraft in hangars off-site, while the Snowbirds aircraft and personnel were available for show attendees to talk to.

Many Iowa Wing members who took part helped for the first time. They enjoyed the aircraft demonstrations and static displays, as well as the opportunity to talk with performers.

Because of temperatures in the 90s and high humidity levels, proper hydration was essential for performers and others working at the show.

Mobile water stations, consisting of radio-equipped four-wheelers with water coolers and ice chests full of bottled water, roamed the flight line dispensing water and Gatorade. Shade was only available under the wings of aircraft on static display.

The Iowa Wing provided one of the static display aircraft, a Cessna 172S, for the public to see and sit in while they asked questions about CAP and aircraft in general.

Plans are already being made for the 2003 Quad Cities Airshow, and the Iowa Wing will, once again, have an integral part in the activities.

Maj. David Bachtell

KANSAS – Six members of the Flint Hills Composite Squadron toured the Strategic Air and Space Museum near Ashland, Neb.

U.S. Air Force Capt. Jim Hart, a B-1 Lancer pilot, accompanied the three cadets and three senior members through the museum. The tour was the unit's aerospace education day activity for the 2002 Aerospace Education Excellence Award program.

Former U.S. Senator and presidential candidate Bob Dole was the keynote speaker at the Air and Space Museum's Armed Force's Day program. Dole praised veterans from all branches of service and spoke with pride about today's young people, indicating that many of them will follow in the defense and liberty of freedom in the future.

Nebraska Senator Chuck Hagel of Nebraska also spoke as part of the special program.

On display at the museum were aircraft from the Strategic Air Command era. Included were an SR-71 Blackbird, U-2, B-36 Peacemaker, B-52 Stratofortress and B-47 Stratojet. Outside the entrance were an Atlas intercontinental ballistic missile and a Thor intermediate range ballistic missiles.

Maj. Frank Gose

SOUTH DAKOTA – Members of the North and South Dakota wings met in Custer County, S.D., for a search and rescue competition.

The two wings take turns hosting the competition, known as the "Dakota Duel." This year's competition was hosted by the South Dakota Wing at the Custer County (S.D.) Airport.

Aircrews from the two states tried to out-perform each other as they tracked electronic distress beacons and located visual targets from the air. At the same time, ground teams practiced land navigation, distress beacon location, crash-scene security and victim rescue. Both ground and air teams had to pass an exam on the incident command system, general emergency services, weight and balance sheets, as well as inspections of personal, team, and van and aircraft equipment. Finally, the teams had to complete two scenarios – one dealing with locating a distress beacon and the other included a distress beacon and an injured missing person.

The ground team from North Dakota Wing's Squadron 53 placed first in the ground team competition, with South Dakota Wing's Lookout Mountain Composite Squadron coming in second.

North Dakota had the top air and ground crews, but the overall scores were close and the South Dakota Wing finished on top of this year's "Dakota Duel." Greg Maier, liaison officer for both North and South Dakota, made the announcement. The North Dakota Wing finished with 8,608 points and the South Dakota Wing had 10,022 points.

"The trophy is back at its rightful home. I couldn't have asked for any more from the teams. They gave it their all," said Col. Mary Donley, South Dakota Wing commander, as she accepted the award.

2nd Lt. Michael R. Odle

SOUTH- WEST REGION

COMMANDER
COL. COLIN F. FAKE

ARIZONA * ARKANSAS
LOUISIANA * NEW MEXICO
OKLAHOMA * TEXAS

ARKANSAS – Cadet members of the 99th Composite Squadron were honored for their achievements during a recent quarterly parents and awards night.

The top cadets for the quarter were: Master Sgts. Melanie Webster, Clayton Arms and Brandon Looney; Senior Airman Andrew James; and Airman Kate Brown. Webster was named cadet of the quarter for the second quarter. The awards were given based on a total score, with points given several factors, which included testing, attendance, uniform inspection and activities.

Cadets were also recognized for their testing in aerospace education and leadership. James had the highest leadership scores, and Arms had the best aerospace education score.

Cadets who attended all meetings and wore the proper uniforms received the 100-percent Club Member award. The cadets who received this award included: Arms, James, Looney, and Airman Kate Brown.

Also during the meeting, four squadron cadets were promoted. Arms and Looney were promoted to cadet master sergeant, and James and Brown were promoted to airman.

The awards and promotions were presented during the squadron's quarterly parents'

night. Promotions were based on the cadets' performance on written tests and other factors in the cadet program.

Larry Webster

OKLAHOMA – Cadets from across the country took part in a National Flight Academy held in Muskogee, Okla.

Twelve cadets successfully completed the encampment and nine of the 12 made their first solo flight. The academy was one of five academies scheduled across the country to provide cadets initial flight orientation, ground training, flight training and, for a few, their first solo flight.

The cadets endured 16-hour days of intense flight training and ground school to move closer to earning their private pilot licenses. Several Federal Aviation Administration-certified flight instructors, also members of CAP, donated their time and talents without pay to offer instruction to the cadets. The instructors were:

The academy ended with an awards banquet Friday night, during which cadets and instructors were recognized for their outstanding performance and dedication. Awards were

presented, along with completion certificates, solo wings, and instructor and staff appreciation certificates. Christopher J. Kloc was selected by the instructors as the outstanding cadet. The cadets chose John Pauly, from Little Rock, Ark., as the outstanding instructor for the academy. They also presented a special appreciation gift to Aaron S. Wardlaw for his exemplary job as the NFA director.

The 12 cadets who completed the academy were: Brian J. Bauer, Joshua S. Hart, Tanner J. Heral, Wesley D. Karmazin, Christopher J. Kloc, Patrick J. Patterson, William C. Stanford, Bryson Veasy, Mitchell J. Walser, Kenan A. Horn, Spencer M. Dawson and Katya L. Chacon.

The certified flight instructors were: Bill Blunk, Dan Crum, Tom Eastman, George Noren, John Pauly, Mike Robine and Joe Smith.

1st Lt. Kathy Curtin

OKLAHOMA – Two members of the Stillwater Composite Squadron were married by a CAP chaplain at a local airport.

Capt. Kelly Ann Curtin and Lt. Col. Aaron Scott Wardlaw

were married by CAP Chaplain (Capt.) Mark Jones. According to airport officials, the marriage is believed to be the first marriage performed at the airport.

Curtin, Wardlaw and Jones are all active members of the Stillwater Composite Squadron of Stillwater, Okla. 1st Lt. Kathy Curtin, Stillwater squadron public affairs officer, is Capt. Curtin's mother.

Several other CAP members attended the wedding, including Col. Virginia Keller, Oklahoma Wing commander, Col. Beth White, Southwest Region aerospace education officer, and several members of the Oklahoma Wing staff.

The bride and groom, a captain and C-130 Hercules pilot in the Oklahoma Air National Guard, shared personalized vows that they would stand by each other through VFR and IFR, and a variety of other flying conditions.

A reception was held after the wedding, during which Capt. Curtin and Wardlaw had their first dance together as a couple on the flight line. After the reception, they left the airport in a Cessna 172.

Both Capt. Curtin and Wardlaw are working on doctor-

ate degrees at Oklahoma State University.

1st Lt. Kathy Curtin

TEXAS – Cadets and senior members of the Black Sheep Composite Squadron experienced soaring with the help of members of a local soaring club.

Members of the Texas Soaring Association provided introductory glider flights for Black Sheep squadron cadets, senior members and squadron guests in two gliders. The flights began and ended at the soaring association's home base at Midlothian, Texas. The soaring association provided a German-built Grob G104 and Polish Puchacz SZD 50-3, as well as a Piper Pawnee tow plane which took the gliders to the 2,000-foot release point. Thirty minutes was allotted for each flight.

Among the squadron members and their guests who attended were: Lt. Col. Jack Birchum; Capts. Ron Marshall and Gary Woodall; 1st Lt. Orville Larsen; John Dewey; and prospective cadet Sean Chilcote and his father, Cliff Cooksey. Marshall coordinated the event.

Before the flights, TSA members took the participants on a tour of their facility and explained the soaring association's purpose. Several of the squadron members said they were impressed with the soaring association's facilities, as well as the instruction they received, which included training in preflight and prelaunch inspection routines, checklist and parachute use, and an introduction to soaring techniques.

This was the fourth year TSA members have hosted the introductory glider flights for Black Sheep squadron members.

*Capt. Gary Woodall
and Jim Quinn*

tion held at the U.S. Air Force Academy in Colorado Springs, Colo.

The Lewis and Clark squadron color guard team, led by Cadet Chief Master Sgt. Luke Bischoff, competed in smoky, record-breaking temperatures with five-member teams from Florida, Virginia, Washington, Arizona, South Dakota, New York and Indiana, each of whom represented one of CAP's eight regions.

The competition included a one-mile run, a written examination, uniform inspection, indoor posting of colors, outdoor posting of colors, and a standard drill carrying the colors. Bischoff placed first overall in the one-mile run and the team brought home the Team Spirit Award.

Last year, Montana was represented at the national color guard competition for the first time by a team from the Lewis and Clark squadron and finished fifth.

The other cadets on the color guard team were: Master Sgt. Hanna Darelus, Staff Sgts. Tyler Donaldson and Ronald Shelley, and Senior Airman Sarah Reehl.

1st Lt. Karen Semple

ARKANSAS TOURISM WEEK



Cadets from Arkansas Wing's 99th Composite Squadron color guard pose during a flag-raising ceremony celebrating Arkansas Tourism Week. The event, which took place at a West Memphis, Ark., tourism spot, was one of several the color guard was asked to help with. The mayor and other state and local dignitaries attended the ceremony. Cadets pictured are, from left, Airman 1st Class Derrick White, Master Sgts. Brandon Looney and Clayton Arms, and Senior Airman Andrew James.

PACIFIC REGION

COMMANDER
COL. PHILLIP S. GROSHONG

ALASKA * CALIFORNIA
HAWAII * NEVADA
OREGON * WASHINGTON

ROCKY MOUNTAIN REGION

COMMANDER
COL. LYNDA C. ROBINSON

COLORADO * IDAHO
MONTANA * UTAH
WYOMING

MONTANA — Members of the Lewis and Clark Composite Squadron placed second in the National Color Guard Competi-

CALIFORNIA — Several members of the Hemet Ryan Composite Squadron and Inland Empire Group 3 took part in an air show at a local air field.

Cadets and senior members assisted with the first Hemet Ryan Airshow and Open House held in several years. It attracted more than 3,000 people to Hemet Ryan Field in Hemet, Calif., for the air show and the airport's rededication ceremony. The event was held to celebrate the revitalization of the airport by an investment of \$3.2 million spent on airport improvements. The upgrades will assure the airport's usefulness to the community for the next 20 years.

Both the Hemet Ryan squadron and the Inland Empire Group 3 have their headquarters at Hemet Ryan Field.

Maj. Howard N. LaPierre, the commander of Inland Empire Group 3, organized the participation of 14 corporate and member-owned aircraft parked in two rows for a static display just inside the main entrance. The large display of CAP capabilities raised the public's awareness of CAP and its missions. Mission pilots, aircrews, ground team members, and cadets mingled among the CAP aircraft to answer questions and hand out promotional materials.

Lt. Col. Virginia Nelson, California Wing vice commander, attended the event. Her participation and interaction with the general public was invaluable to CAP's recruiting efforts.

Capt. Allen Graff, Hemet Ryan squadron deputy commander, and 1st Lt. Dennis Joyce, squadron emergency services officer, coordinated the participation of the Hemet Ryan squadron. Graff, who serves on the Riverside County Airport Commission, was also asked to serve as air-show coordinator. Joyce served as project officer and coordinated the integration of squadron cadets and senior members into the air show's operational plan.

Squadron cadets were tasked with marshaling a broad range of aircraft, from the newest CAP Maule to a dozen immaculate warbirds. They also handed out programs at entrance gates, helped with traffic control and parking, participated in the assembly and disassembly of booths, and policed the area for trash.

Debi Moore, marketing director for the Riverside Economic Development Agency, said, "It's great they did all this for free! This air show may become an annual event."

1st Lt. Mark E. Watson

CALIFORNIA — A cadet member of the Clover Field Composite Squadron was honored during a ceremony held at the March Field Air Museum in Riverside, Calif.

Cadet Col. Heather Cook received the highest award possible in the cadet program, the Gen. Carl A. Spaatz Award. Retired U.S. Air Force Col. Grant Farris presented the award to Cook. As he did so, he noted the Spaatz award is usually presented by a higher ranking officer or political figure, and he said he was honored by Cook's request that he present the award.

"We're all extremely proud of Heather Cook, whose rare achievement represented years of work and dedication. And make no mistake about it: No one achieves a Spaatz alone. The award also reflects upon the team effort between the Clover Field squadron, Col. Cook's family, and such faithful supporters as Col. Farris," said Capt. Thomas Hoebink, Clover Field squadron commander.

Cook is entering her sophomore year at St. John's College in Santa Fe, N.M. She joined the Clover Field squadron when she was 13 and rapidly rose to flight officer. She earned the Gen. Billy Mitchell Award in 1998, the Amelia Earhart Award in 1999, and received the Ferman Award for outstanding cadet in California in 2000. She qualified for an International Air Cadet Exchange tour in Japan and served as Clover Field's cadet commander from 1998 to 2001.

Cook started earning an associate's degree from Santa Monica College while still attending Santa Monica High School. She recounts being dragged to a squadron meeting

by her father — who served 10 years in the Air Force — at the age of 12.

"If you can imagine a girl who used to hide behind her mother's skirt going into a full room of mostly boys and men wearing their BDUs ...and mine were two sizes too big, at first, because they didn't make them that small," Cook said.

CAP activities and competition grew on her quickly and she learned a lot from them, too, she said.

"Soon I found myself in contests with other cadets to see whose shoes could be the shiniest or quote the teacher the most or promote the fastest. I made friends I didn't expect to, and I fit in with the guys just fine. I really enjoyed it. CAP taught me discipline, responsibility and eventually leadership. I became less shy and eventually I began public speaking. Superior officers taught me how to handle potentially confrontational situations, and I've applied those lessons to both school and job interviews," she said.

Cook said she has no current plans to enter the military, but looks forward to resuming her CAP career as a senior member.

2nd Lt. Gregory Solman

WORKING THE AIR SHOW



Maj. Gene Jozens of California Wing's Cable Composite Squadron, right, chats with squadron cadets Brian Frontino and Joel Martinez Medrano at a recent Commemorative Air Force air show at Cable Airport in Upland, Calif. Five Cable squadron senior members and 24 cadets helped the CAF with crowd control and parking. Several cadets from the Billie L. LeClair Cadet Squadron joined them. 1st Lt. Anthony Settember, Cable squadron commander, converted his aircraft sales office into an ice cream stand, which the cadets worked to raise funds for the squadron. About 2,500 people attended the air show.

The Final Salute

Maj. Abby M. Boyle
Paine Field Composite Squadron
Washington Wing

2nd Lt. Francis H. Brenner
40th Composite Squadron
Arkansas Wing

Sr. Mbr. Walter F. Frey
Wilmington Cadet Squadron
Delaware Wing

Maj. Wanda B. Gibson
Spartanburg Composite Squadron
South Carolina Wing

Lt. Col. Robert E. Greenfeld
Illinois Wing

Capt. George C. Haddock
Stephens County Composite Squadron
Georgia Wing

Lt. Col. Paul V. Kelly
New Jersey Wing

Capt. Donald L. Jacobson
Cass County Senior Squadron
Minnesota Wing

Capt. Philip J. Konecny
Monterey Bay Cadet Squadron
California Wing

Maj. Marjory M. Johnson
Fairbanks Composite Squadron
Alaska Wing

Lt. Col. Bruce G. Nadeau
Concorde Senior Squadron
New York Wing

Lt. Col. Robert W. Nicholson
Chicago Reserve Composite Squadron
Illinois Wing

Lt. Col. Loretta R. O'Connor
Minnesota Wing

2nd Lt. Carl Petersen
St. George Composite Squadron
Utah Wing

Sr. Mbr. Robert C. Smith
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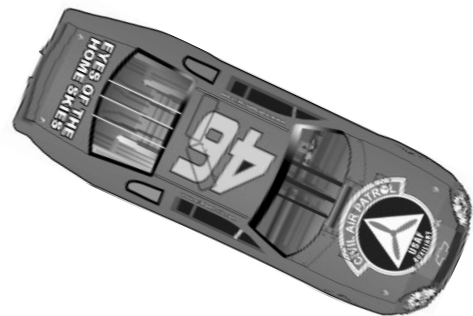
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Ashton Lewis



Lewis walks through wall of fire in Richmond

Suffers only minor burns to fingertips after crashing into wall on Lap 128

Richmond, Va. — Ashton Lewis Jr., driver of the No. 46 CAP Chevrolet, suffered only minor burns to the fingertips on his left hand after being involved in a fiery crash Sept. 6 during the Funai 250 at Richmond International Raceway.

In the first practice session of the weekend, the CAP racing team tried several different setups on their car. Even though they ended up being 28th on the practice sheet, they got a lot of information they needed for qualifying and for the race.

Lewis ran a qualifying time of 21.643 (124.752 mph), which placed him in the 13th starting position for the race. The pole winner, Dale Earnhardt Jr., turned in a blazing lap time of 21.282 (126.868 mph).

In 'Happy Hour,' the crew continued to make changes to the car and ran a total of 57 laps. While they were 20th on the time sheet, they knew they had gathered critical information for the race.

The Funai 250 was a caution filled race from the start. The first caution came out on lap three when four cars were involved in a turn-three spin. There were only four green flag laps run when the second caution came out on lap 15 as the No. 6 car, driven by Damon Lusk, hit the wall in turn four.

At this early point in the race, Lewis radioed his crew that his car would not turn — it was refusing to cut to the center of the corners.

Ashton and crew chief, Charlie Lewis, decided to wait until the leaders pitted before working on his car.

The third caution flag came out on lap 21, when the No. 77 of Jimmy Kitchens hit the wall in turn four. After only seven green flag laps, caution flag number four flew as the No. 14 machine driven by Larry Foyt spun in turn two.

As more laps were run, Lewis told his crew the car was coming back to him. It seemed that with heat, the tire pressure was OK and the handling got better.

The field ran 13 green flag laps, before the fifth caution came out when the No. 16 of Chad Chaffin spun on the backstretch. At this point of the race the No. 46 CAP Chevrolet was running in 10th place. Fifteen laps later on lap 70, the No. 49 of Derrike Cope hit the wall hard in turn one. The race was red flagged for a time as safety workers took care of Cope and cleaned up the track.

On lap 75, still under caution, most of the leaders came down pit road. The CAP crew put on four tires, put in two cans of fuel, made a track bar adjustment and an air pressure change in the right rear tire. These changes were definitely in the right direction, as laps were counted Lewis was able to gain track position.

"From the start of the race, I thought we were going to be pretty good. Once we figured out the air pressure and made adjustments, the



The #46 Civil Air Patrol Chevrolet pit crew stands with cadets from the Virginia Wing at the start of the Funai 250 at Richmond International Raceway Sept. 6.

car was getting even better yet. I think with one more stop, we would have been just where we wanted to be," Lewis said.

The seventh caution flag came out on lap 102 when the No. 2 of Johnny Sauter hit the turn three wall. The green flag that came back out on lap 113 would be the last one Lewis would see for the race.

On lap 128, the CAP Chevrolet crew watched in horror as their car hit the wall in turn three, and exploded into flames. The fireball came to rest on the apron of the track, and the crew watched in relief as an apparently unharmed Lewis calmly walked out of the flames and away from his destroyed car.

"The 36 (Hank Parker Jr.) and

the 98 (Kasey Kahne) had been running side-by-side for about two laps just in front of me," said Lewis. "The 98 car went up the track a little in turn two and got into the wall and slowed, so I pulled to the inside and followed the 36 car by him and just went down the back straightaway. I was trying to make a pass on the 19 (Tim Sauter) car when the 24 (Jack Sprague) just spun us."

Lewis finished in the 35th position and fell back to 21st in driver points.

The next NASCAR Busch Series race is the MBNA All-American Heroes 200 at Dover International Speedway in Delaware. The race will be aired live at 1 p.m. ET on TNT and MRN.

CAP RACING MERCHANDISE



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